



# **AGENDA**

## **Executive, Audit & Risk**

Monday 19 October 2020, 10am

## Executive, Audit & Risk Committee

19 October 2020 10:00 AM - 12:00 PM

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### **Purpose of Executive, Audit and Risk Committee**

This committee handles all of the administrative and financial matters relating to Council's operations and works programme. Because these matters relate to all aspects of the Council, the membership is aimed to reflect the different aspects of Council's committee structure.

### **Responsibilities**

Financial and expenditure

Capital expenditure

Work proposals and expenditure

Corporate services and personnel matters

Port Taranaki Ltd matters

General Contractual and other matters.

### **Membership of Executive, Audit and Risk Committee**

Councillor N W Walker (Chairperson)	Councillor M J Cloke
Councillor M P Joyce (ex officio)	Councillor D L Lean
Councillor C L Littlewood	Councillor M J McDonald
Councillor D N MacLeod (ex officio)	Mr B Robertson (Independent - Yarrow Stadium)

### **Health and Safety Message**

#### **Emergency Procedure**

In the event of an emergency, please exit through the emergency door in the committee room by the kitchen.

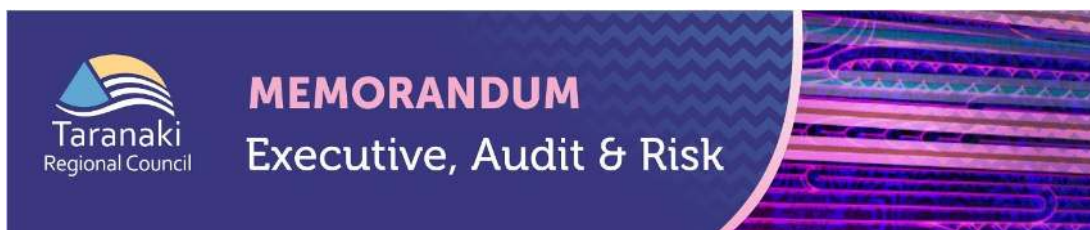
If you require assistance to exit please see a staff member.

Once you reach the bottom of the stairs make your way to the assembly point at the birdcage. Staff will guide you to an alternative route if necessary.

#### **Earthquake**

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

Please remain where you are until further instruction is given.



**Date:** 19 October 2020

**Subject:** **Hearing of submissions on the draft Regional Public Transport Plan for Taranaki 2020 - 2030**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 2611486

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### Purpose

1. The purpose of this memorandum is to
  - introduce the submissions on the draft *Regional Public Transport Plan for Taranaki 2020 - 2030*
  - hear those submitters who wish to speak to their written submission
  - decide on the officers' recommendations presented in the *Summary of Submissions and Recommendations report*.

### Recommendations

That the Taranaki Regional Council:

- a) receives and acknowledges with thanks the submissions forwarded in response to the draft *Regional Public Transport Plan 2020 - 2030*
- b) considers, amends and adopts the recommendations contained within the attached officers' report and as a result of submissions, amends the *Regional Public Transport Plan 2020 - 2030*
- c) adopts the *Regional Public Transport Plan 2020 - 2030*.

### Background

2. The *Land Transport Management Act 2003* (LTMA) requires every regional council to adopt a regional public transport plan (RPTP) for its region unless the Council does not intend to fund any public transport service or does not intend to impose controls over commercial services.
3. The Council proposes to fund public transport services and is therefore required by the LTMA to adopt a regional public transport plan for the region.
4. The RPTP sets out what public transport services are to be provided in the region and what controls or contracting requirements (if any) it proposes. In describing the



proposed services, the Plan may include a description of routes, capacity, times and frequency of services and small passenger service or shuttle services for which it is intended to provide financial assistance. The Plan may also include policies to address the quality and performance standards, the setting of fares, integrated transport etc. The Plan must give effect to the public transport service components of the *Regional Land Transport Strategy for Taranaki*.

5. The last RPTP came into effect July 2014. Under the LTMA there are certain requirements to be followed in the preparation of the Plan including consultation with public transport operators and the community. After having prepared a draft Plan, the special consultative procedure is used, which involves public notification of the draft Plan calling for submissions, and the hearing of submissions, before the Plan is adopted.
6. The RPTP is very much a document to establish the operational policy with respect to the public passenger transport services proposed for the region and is therefore prepared by the Council and not the Regional Transport Committee.
7. A Discussion Paper was prepared and distributed to Waka Kotahi, operators, district councils, iwi, community groups and other interested and affected parties. This feedback was used to prepare the draft Plan.
8. The draft RPTP was notified for public submissions on 29 August 2020 with submissions closing on 25 September 2020. A total of 18 submissions were received. Of the 18 submissions, four were from organisations (two from Taranaki DHB) with 14 submissions received from individuals.

### **Summary of submissions received**

9. As part of the consultation, submitters were asked four questions. These were to gauge community feeling for proposed service enhancements, continuation of low performing services and the whether the transition to low-emission vehicles should be a priority. The questions were:
  - What enhancements, if any, should be included in the proposed regional service review proposed for later this year?
  - Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?
  - Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?
  - Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?
10. The Plan put forward four strategic responses as definite actions that are to be pursued following this RPTP process. They are:
  - Undertake a public transport network review using stakeholder and public feedback from the review to develop new public transport options and costings. This will create a 10-15 year structured development plan. Changes in investment can be aligned with the Waka Kotahi's 3-year funding programmes.
  - Participate in New Plymouth District Council's development of an Integrated Transport Strategy in 2020/2021. New Plymouth District Council is looking to develop an Integrated Transport Strategy for the District. This will be a multi-modal review of transport and how it integrates with existing and planned land-use and infrastructure across the District.

- Participate in the Ministry of Transport review of Total Mobility likely in 2021.
  - Continue to make enhancements to existing services for example changes to improve reliability, customer service, coverage and technology advances.
11. Overall the submissions received were largely in support of the Plan as drafted. A high number of the issues raised will be addressed in either the transport services network review or participation in New Plymouth District Council's Integrated Transport Strategy. In response to question four almost all submitters are in favour of transitioning to low-emission vehicles within the medium-term.
  12. Of the 18 submissions received, two were from Taranaki District Health Board, one from the Public Health Unit promoting the overall benefits of public transport and seeking service improvements while the second dealt more directly with the draft Plan and transport for Taranaki DHB staff, and patients. The focus of this submission was on developing specific public transport services for hospital staff, patients and visitors. For the most part enhancing services to the hospital will be part of the transport review, however, short-term funding of comprehensive changes will be challenging without other revenue streams.
  13. The economic impact of Covid-19 on the National Land Transport Fund (NLTF) is still to be fully realised and may take some years before the revenue sources e.g. Road User Charges, Fuel Excise Tax return to pre-Covid-19 levels. This may result in the need for other local revenue sources such as 3rd party funding, as already received from Western Institute of Technology at Taranaki and Taranaki TDHB, to be more mainstream.

### **Hearing of submissions**

14. Six submitters requested to be heard but only five are now available to be heard before the Committee.
15. An agenda for the hearing of submissions is attached to this memorandum (Document 2604984).
16. The Agenda contains a full list of the submitters who wish to be heard in support of their submission and the organisation they represent, the submission number (corresponding to the submission number in the attached submissions document) and the time they are to be heard.
17. All five submissions will be heard as part of the meeting, with a ten-minute speaking time allocated to each speaker and five minutes for questions. The Committee will then deliberate on submissions.
18. The full Council at its meeting on Tuesday, 3 November 2020 will consider the recommendations of the Committee.

### **Other Procedural Matters**

19. The Committee will consider all 18 written submissions and hear from six submitters who wish to speak to their written submission. It is expected that each written submission is 'taken as read' by the Committee.
20. Each submitter can only speak in support of their submission and can provide information/evidence in support of their submission or to provide further clarity. However, no new submission points may be introduced.

21. The five-minute question time is for the purpose of the Committee to ask questions and seek further clarity if required. All comments/questions to the submitters are to be addressed through the Committee Chairperson.
22. Once all submitters have spoken to the Committee, the Committee will consider and discuss each submission individually, (and any further written or verbal evidence presented at the Hearing) together with the recommendations for each and all other submissions outlined in the Council's officers' report (separate document).

### **Decision-making considerations**

23. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

### **Financial considerations—LTP/Annual Plan**

24. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

### **Policy considerations**

25. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002* and the *Land Transport Management Act 2003*.

### **Iwi considerations**

26. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

### **Legal considerations**

27. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

### **Appendices/Attachments**

Document 2604984: Agenda for Hearing of Submissions

Document 2611488: Summary of submissions, comment and recommendations Regional Public Transport Plan 2020-2030

Document 2613448: Copy of submissions

Document 2470199: Regional Transport Plan for Taranaki 2020-2030

Agenda for Hearing of Submissions

Draft Regional Public Transport Plan 2020 – 2030

19 October 2020

Speaker No.	Submission No.	Submitter:	Representing	Time
<b>Welcome and introduction (Chairman Neil Walker)</b>				10.00 am
1	7	Colin Bell	Himself	10.05 am
2	9	Catherine Cheung	Herself	10.20 am
3	12	Urs Signer	Himself	10.35 am
4	14	Maria Cashmore	Taranaki DHB	10.50 am
5	15	Graeme Skyes and Jono Burrows	On behalf of Inglewood Community Board	11.05 am
-	16	Amanda Clinton-Gohdes		Withdrawn

## Officers Comments on the Regional Public Transport Plan

1. Elaine Jamieson	Officers' Recommendations
<p><i>What public transport enhancements should be considered in the regional service review proposed for later this year?</i></p> <p>Reinstating Oākura commuter service for workers - previously we could catch a 7.45am bus in and a 5.30 bus home</p> <p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p> <p>Yes in the case of Oākura. Give it another chance to become established.</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p> <p>Yes.</p>	<p>Comments noted.</p> <p>The Oākura commuter service was in operation for 10 years over which time patronage declined to the point of an average one person per trip. The possible re-establishment of the service will be included in the regional review of services.</p> <p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>adds investigate reestablishment of commuter services to</u> Ōākura as one of the specific service requests included in the draft Plan</li> </ol>
2. Brittany Ryan	Officers' Recommendations
<p>Happy Car Free Day! What if we could divert heavy truck traffic away from the main commuter routes that lead into town? This could help keep our roadways safer for all commuters.</p> <p>I e-biked from Endeavor to Cook Street where I drop my son off to kindy, then to St. Aubyn street via Lawry and then turned left at the lights before town, rode along the walkway and then to the end of Buller street. Finally to Centre city for a coffee and then home again.</p> <p>This is my usual route with my 2 year old daughter who sits comfortably (she falls asleep sometimes) in the chair on the back. It's an e-bike and I travel about 25 - 35 km</p>	<p>Comments noted.</p> <p>While the comments are not particularly related to the Plan we will pass the submitters comments on to NPDC as they are more relevant to the activities they manage. We would also encourage the submitter to raise their concerns/ideas with NPDC, to feed into NDPC's Integrated Transport Strategy which will consider such roading matters.</p>

## Officers Comments on the Regional Public Transport Plan

<p>per hour. E-biking got me through morning sickness when I was pregnant with her, and now it's my preferred mode of transport. I love biking!</p> <p>Today, however, I'm feeling a little uneasy for the first time on our roadways. So I thought to myself, maybe I will share my experience with your team in hopes of adding some insight to your future planning of our roadways.</p> <p>I understand this is not bus related, but I hope you will consider a solution and map out a future plan for this opportunity to improve public transportation.</p> <p>IDEA: Divert Heavy Truck Traffic away from St. Aubyn Street and Devon Street - create an alternative route outside of the city limits, which can be redefined according to people per capita.</p> <p>Thank you for your kind and thoughtful consideration,</p>	<p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>refers</u> the matters raised to NPDC</li> <li>3. <u>makes</u> no change to the drafted Plan</li> </ol>
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3. Jamie Silk – Silk Advisory	Officers' Recommendations
<p>With 20% of NZs carbon emissions from transport and a need to make a big impact in 10 years (IPCC) we need a transformational public transport policy. More buses will help, but is unlikely to be sufficient. Public transport investment needs to consider strategies that drive radical behaviour change including additional barriers to single person use of private cars, integrating bus services with multi-modal options including for instance car sharing as a flexible complement to infrequent bus services or supporting active transport options like biking in an integrated way, aggressively supporting digital and service innovation in the region (such as the link app for car sharing) and a structured programme that supports, incentivises and rewards behaviour change.</p> <p>We must intentionally and innovatively engineer the transition.</p>	<p>Comments noted.</p> <p>With regard to carbon emissions, the Council is in the process of developing a project to investigate low-emission bus options. The national Transport Special Interest Group (TSIG) project to investigate decarbonisation of bus fleets is being progressed. This is a strategic study assessing options such as funding, bus ownership models and procurement. Both of these studies, likely to be completed by early 2021, will enable more informed decisions to be made by Council.</p>



## Officers Comments on the Regional Public Transport Plan

3. Jamie Silk – Silk Advisory	Officers' Recommendations
<p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p> <p>With 20% of NZs carbon emissions from transport and a need to make a big impact in 10 years (IPCC) we need a transformational public transport policy. Keeping rarely used buses will only help if public transport investments include strategies that drive radical behaviour change including additional barriers to single person use of private cars, integrating bus services with multi-modal options including for instance car sharing as a flexible complement to infrequent bus services or supporting active transport options like biking in an integrated way, aggressively supporting digital and service innovation in the region (such as the link app for car sharing) and a structured programme that supports, incentivises and rewards behaviour change.</p> <p><i>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</i></p> <p>If it saves significant \$s for better investment in services then card only.</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p> <p>The strategy must intentionally, innovatively and aggressively engineer reducing vehicle KM travelled (VKMT) first. If a new bus is needed, sure get an EV but this is not the answer.</p> <p>I have not modelled EV buses but a simple model of EV car transition at 16% p.a. (and no other change from trend) shows that we only reduce cumulative greenhouse gases by 5% in 2050 - barely scratching the surface of what is needed because of the high embedded carbon in new vehicles. I suspect a similar story in buses.</p> <p>Cutting VKMT 10% p.a. has many times this impact.</p>	<p>(TSIG is the national collective body of all regions with responsibility for delivering public transport. The group's sponsor is Greg Campbell, CEO of Greater Wellington Regional Council)</p> <p>The strategic responses identified in the draft Regional Public Transport Plan, such as NPDC's Integrated Transport Strategy, will likely address the submitter's comments noting PT provision is only one component of the wider behaviour change sought by the submitter. NPDC's Integrated Transport Strategy will surely be integral in considering related components, which are outside the scope of the RPTP given that Council is not a Road Controlling Authority.</p> <p>The Council will, through future Long Term Plan/s (LTP) processes, present to the community information on any step changes in public transport funding.</p>

## Officers Comments on the Regional Public Transport Plan

3. Jamie Silk – Silk Advisory	Officers' Recommendations
<p>Other issues:</p> <p>With 20% of NZs carbon emissions from transport and a need to make a big impact in 10 years (IPCC) we need a transformational public transport policy. More buses will help, but is unlikely to be sufficient. Public transport investment needs to consider strategies that drive radical behaviour change including additional barriers to single person use of private cars, integrating bus services with multi-modal options including for instance car sharing as a flexible complement to infrequent bus services or supporting active transport options like biking in an integrated way, aggressively supporting digital and service innovation in the region (such as the link app for car sharing) and a structured programme that supports, incentivises and rewards behaviour change.</p> <p>We must intentionally and innovatively engineer the transition.</p>	<p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>makes</u> no change to the drafted Plan</li> </ol>
4. Dr Stuart Jeanne Bramhall	Officers' Recommendations
<p><i>What public transport enhancements should be considered in the regional service review proposed for later this year?</i></p> <p>1. Bus service in and around New Plymouth continues to be more expensive, especially for women with children, than driving (including parking costs). In other parts of the world low cost, accessible public transport continues to be one of the most important strategies for fighting climate change - mainly owing to its potential to take fossil fuel vehicles off the road. Unfortunately public transport will never working as an emissions reduction strategy in Taranaki, so long as it's cheaper to use a car. The regions that have been most successful in this area have found some way other than passenger fares to</p>	<p>Comments and support noted.</p> <p>Fares have not increased on the Citylink service since February 2016. The TRC has no direct influence over driving and parking costs, as noted in the Plan. However, Council will continue to advocate for greater understanding that these are key factors in low patronage use.</p> <p>The Council notes that Taranaki DHB and Western Institute of Technology at Taranaki (WITT) contribute funding for the Hāwera to New</p>

## Officers Comments on the Regional Public Transport Plan

<p>fund public transport. A growing number of planners argue that only making public transport free will increase ridership to the point it significantly reduces carbon emissions.</p> <p>2. Buses on major routes also need to run more frequently on major routes to increase ridership - ideally once an hour or more frequently.</p> <p>3. There needs to be regular daily service between New Plymouth and Opunake.</p> <p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p> <p>Yes. However if there are consistently very few riders, Council should look at deploying smaller vehicles less frequently. Council could also work with employers to encourage/subsidize them to provide transport for shift workers.</p> <p><i>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</i></p> <p>Public transport needs to be free if we're serious about increasing uptake.</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p> <p>I think increasing ridership should be a higher priority.</p>	<p>Plymouth (Connector) service. The Council is always open to similar opportunities for co-funding.</p> <p>Any step change in funding to the point of making PT free, rather than user pays, will require full community support and that of central government and such willingness to pay could be tested through the Council's LTP process.</p> <p>The strategic responses proposed in the draft Regional Public Transport Plan, particularly the network review will likely address the submitter's comments with regards to service changes.</p> <p>It is difficult to use smaller buses when larger buses are required to manage the peak loads before and after school. There are higher capital costs to invest in both as well as higher maintenance and licencing costs etc when one is more economically efficient.</p> <p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>makes</u> no change to the drafted Plan</li> </ol>
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## Officers Comments on the Regional Public Transport Plan

5. Anne Probert – Venture Taranaki	Officers' Recommendations
<p>The Taranaki region has co-designed a vision of a low-emissions, sustainable, enterprising and inclusive region by 2050. The infrastructure and transport vision included the statements of:</p> <p>"The passenger vehicle and roading system in 2050 looks totally different to 2019. There are fewer private cars – use has decreased as public transport options are abundant (autonomous vehicles, electric buses) and digital connectivity has increased."</p> <p>"In 2050, Taranaki has accessible, safe, low-cost, and low-emissions transport options for most people in the region – including people in rural communities, people with special transport requirements (such as the elderly or those less able) and for visitors to the region."</p> <p>Venture Taranaki, on behalf of the Taranaki 2050 programme supports all changes that:</p> <ul style="list-style-type: none"> <li>- Promote public transport as a low-emissions form of transport</li> <li>- Assist the transport disadvantaged, and builds inclusivity.</li> </ul> <p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p> <p>As above, Venture Taranaki, on behalf of the Taranaki 2050 programme supports actions that improve inclusivity. Isolation is a significant problem for a number of people who are transport disadvantaged, and it's important some kind of service is provided.</p> <p>We note the TRC is monitoring Timaru's MyWay on-demand public transport service trial, and these kinds of services may help in providing a more cost efficient method. We also note a number of ride sharing apps that have been set-up that could have potential. We support the TRC looking at innovative solutions, particularly as technology evolves.</p>	<p>Comments and support noted.</p> <p>The Council acknowledges Taranaki 2050 is a key strategic document and supports the programme in transitioning to a low-carbon economy.</p> <p>The strategic responses identified in the Draft Regional Public Transport Plan particularly participation in NPDC's Integrated Transport Strategy will assist to address the submitter's comments.</p> <p>The Council is in the process of developing a project to investigate low-emission bus options. In addition, the national Transport Special Interest Group (TSIG) project to investigate decarbonisation of bus fleets is also being progressed. This is a strategic study assessing options such as funding, bus ownership models and procurement. Both of these studies, likely to be completed by early 2021, will enable more informed decisions to be made by Council.</p> <p>(TSIG is the national collective body of all regions with responsibility for delivering public transport. The group's sponsor is Greg Campbell, CEO of Greater Wellington Regional Council)</p> <p>The Council does and will continue to look at technology investments to improve the quantity and quality of public transport services provided.</p>

## Officers Comments on the Regional Public Transport Plan

5. Anne Probert – Venture Taranaki	Officers' Recommendations
<p><i>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</i></p> <p>We have no comment on this matter.</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p> <p>Venture Taranaki, on behalf of the Taranaki 2050 programme, strongly supports the transition to low-emissions buses being a priority over the next three years.</p> <p>The Taranaki region has co-designed a vision of a low-emissions, sustainable, enterprising and inclusive region by 2050. The infrastructure and transport vision included the statements of:</p> <p>"The passenger vehicle and roading system in 2050 looks totally different to 2019. There are fewer private cars – use has decreased as public transport options are abundant (autonomous vehicles, electric buses) and digital connectivity has increased."</p> <p>"In 2050, Taranaki has accessible, safe, low-cost, and low-emissions transport options for most people in the region – including people in rural communities, people with special transport requirements (such as the elderly or those less able) and for visitors to the region."</p> <p>A key action from the Infrastructure and Transport Transition Pathway Action Plan was prioritising low impact/ low emissions transport.</p> <p>This recognises the need to have an integrated approach, as the Draft Public Transport Plan clearly details.</p> <p>The benefits of transitioning to a low-emissions buses include:</p> <ul style="list-style-type: none"> <li>- Being part of an overall change project for Taranaki to move to lowering emissions, with transport being a sizeable contributor of emissions to Taranaki and New Zealand.</li> </ul>	<p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>makes</u> no change to the draft Plan</li> </ol>

## Officers Comments on the Regional Public Transport Plan

5. Anne Probert – Venture Taranaki	Officers' Recommendations
<ul style="list-style-type: none"> <li>- The potential to use hydrogen as an alternative fuel, which aligns with a range of hydrogen developments being led by Taranaki companies.</li> <li>- The potential cost savings in the long term of alternative fuels, particularly if policy settings change, and the potential to seek central government assistance to fund the transition.</li> </ul>	
6. Ian Grant – Grant & Associates	Officers' Recommendations
<p><i>What public transport enhancements should be considered in the regional service review proposed for later this year?</i></p> <p>Improve route timetable to Taranaki Base Hospital to enable hospital staff to arrive at work in time for start of shift - cleaners - 0600 and nursing staff 0700 Monday to Friday</p>	<p>Comment noted.</p> <p>The Taranaki District Health Board will be a key stakeholder in the proposed review of regional services and their input will be sought.</p> <p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>makes</u> no changes to the drafted Plan</li> </ol>
7. Colin Bell	Officers' Recommendations
<p><b>Climate Change</b></p>	<p>Comments noted.</p>



## Officers Comments on the Regional Public Transport Plan

7. Colin Bell	Officers' Recommendations
<p>This submission is concerned very much with the continuing and alarming climate change which has been gathering pace for many years. All levels of government, national, regional and district can choose to give a greater or lesser weight to climate change in their decisions. It is my hope that the Taranaki Regional Council will give much greater attention to climate change and will act accordingly.</p> <p>The climate change problem has occurred due to our massive exploitation of fossil fuels. Our modern economy depends on consumption of fossil fuels; coal, oil and gas. In order to avoid catastrophic global heating there is an urgent need to transition from a fossil fuel (carbon) economy to an economy where our energy supplies are free of carbon dioxide emissions.</p> <p>Transportation, including the use of motor vehicles, is a major contributor to climate change because virtually all motor vehicles run on petrol or diesel, thereby producing vast amounts of carbon dioxide. The global heating effect due to increased levels of carbon dioxide in the atmosphere is a fact, not just a theory put forward by Greenies or left wingers.</p> <p><b>The Future of Cars</b></p> <p>The logical future for motor cars is for electric vehicles to supersede internal combustion engine (ICE) vehicles. There are at least two problems with the transition from ICE vehicles to electric vehicles. Firstly there is the present high cost of electric vehicles, although the cost ratio of electric to ICE may reduce as technology advances. Secondly there is the fact that cars remain useable for more than 20 years and near full replacement with electric vehicles will take at least 20 years.</p> <p>The relative slowness of any transition from petrol to electric vehicles is an important reason for a much greater use of public transport. If, by whatever means, a far larger number of people can be persuaded to leave their cars at home and take a bus to town</p>	<p>The strategic responses identified in the Draft Regional Public Transport Plan will address most of the submitter's comments.</p> <p>Government policy requires Council's set and charge fares for the provision of public transport recognising users should contribute to the cost of providing services. (This is covered under Farebox Recovery Policy page 36 of the Draft RPTP).</p> <p>Services are already co-funded by taxpayers and ratepayers and with passenger fares making up the bulk of the required funding to provide services.</p> <p>There is a plan to enhance levels of service to Bell Block and Waitara. It is expected that subject to final development and approval that this will occur in 2020/2021.</p> <p>The New Plymouth District Council is responsible for provision of supporting bus infrastructure such as shelters. Over the last 10 years' significant improvements in the number of shelters installed has been achieved though more improvements are certainly still sought. However, with close to 300 hundred stops within the Citylink network it will take time to achieve high coverage.</p> <p>The deployment of the new Bee Card ticketing system, with passengers tagging on and off, will be a key tool in determining the stops most frequented by passengers and targeting these for infrastructure.</p> <p>Any step change in funding to the point of making PT free, rather than user pays, will require full community support and that of central</p>

## Officers Comments on the Regional Public Transport Plan

7. Colin Bell	Officers' Recommendations
<p>or to work then there will be various desirable consequences. Firstly and importantly, the emissions of carbon dioxide will reduce. Secondly, there will be fewer cars on the road and a reduced need for roading expenditure. Thirdly we can expect that transportation costs overall will reduce, to the benefit of both the bus users and the roading authorities.</p> <p>The obvious rebuttal of the above reasoning is "how will it be possible to achieve a much higher use of buses?" My serious suggestion is free buses. It is time to consider the provision of bus services free of charge to all users.</p> <p><b>Free Bus Services</b></p> <p>In talking about free buses it is intended that the cost will be carried by some combination of ratepayer and taxpayer funding. By a combination of free buses, public education and perhaps some added inconvenience for car users, we can hope for substantial increases in bus use. Car use may be discouraged by increased fuel taxes, carbon charges, parking restrictions and possibly simple social pressure. The modern unpopularity of smoking in public is an example of how social values can change within one generation. These measures could lead to more frequent bus services and even greater use by the public as the bus service becomes increasingly attractive.</p> <p>At the very least, free buses is an idea which needs serious consideration and perhaps a trial run for 12 months with funding support from central Government. A logical starting point would be a staff study to quantify the impact on ratepayers, followed by a public opinion survey.</p> <p><b>The Existing Bus Services</b></p> <p>Leaving aside the issue of free buses there are several comments on the existing urban services in New Plymouth, Bell block and Waitara.</p> <p>Looking at the urban services timetable and map it is clear that the services to Bell Block and Waitara are very poor with only 6 buses per day compared with 13 or 14 in</p>	<p>government and such willingness to pay could be tested through the Council's LTP process.</p>

## Officers Comments on the Regional Public Transport Plan

7. Colin Bell	Officers' Recommendations
<p>the City area. The residents in Bell Block and Waitara are perhaps more likely to be economically disadvantaged and therefore should be provided with a bus service at least as frequent as the New Plymouth services.</p> <p>In New Plymouth there is an inadequate provision of bus shelters. We have a cold wet climate for much of the year and bus use will be encouraged (or less discouraged) if many more shelters are provided. A desirable target would be to provide bus shelters at not less than every third bus stop. By comparison, the existing number 7 bus route, after leaving the Courtenay St / Eliot St intersection has only 5 bus shelter and approximately 21 stops. With a "one third" density a further 2 bus shelters would be provided. Certainly, the proposed new bus stop at the Puketotara St / Heta Rd corner should have a bus shelter. It is a relatively well used bus stop and is a long way from the closest existing bus shelter in either direction.</p> <p>It is past time that the TRC introduced at least one or two electric buses to the urban bus fleet. While well used buses are more fuel efficient than cars, the best environmental result will be that all buses are electric within the next 10 years.</p>	<p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>makes</u> no changes to the drafted Plan</li> </ol>
8. Kathleen Cole	Officers' Recommendations
<p><i>What public transport enhancements should be considered in the regional service review proposed for later this year?</i></p> <p>We need to advocate policies that consider climate resilience and empower communities and drastically reduce greenhouse emissions by encouraging use of public transport through increasing and extending bus services within New Plymouth and connector services. We need to reduce private car ownership and reduce congestion in</p>	<p>Comments noted.</p> <p>The strategic responses identified in the Draft Regional Public Transport Plan, such as the network service review will address most of the submitter's comments.</p>

## Officers Comments on the Regional Public Transport Plan

8. Kathleen Cole	Officers' Recommendations
<p>our CBD. Public transport needs to be easy to use, efficient and accessible for everyone including workers, students, elderly, disabled.</p> <p><i>What public transport enhancements should be considered in the regional service review proposed for later this year?</i></p> <p>Increase bicycle safety with more lanes, including a separate bike lane on the coastal walkway, more bicycle lock up racks and support from bus drivers to carry bicycles.</p> <p>Look towards electrifying buses</p> <p>Re-examine electric kiwirail for freight and passenger connecting New Plymouth to Auckland and Wellington.</p> <p>Re-examine use of rail in Taranaki for both heavy freight and passenger. This would reduce heavy truck traffic between New Plymouth and Auckland/Wellington which has doubled</p> <p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p> <p>Yes, we need to keep the existing services at the very least and try to encourage use of public transport by increasing services that are accessible to workers, including a later evening service and weekends.</p> <p><i>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</i></p> <p>Good to encourage use of Bee cards but not to discourage public transport use if a person can only use cash for whatever reason.</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p>	<p>The Regional council is not responsible for bike infrastructure and the feedback will be forwarded to the New Plymouth District Council</p> <p>As noted in the Draft RPTP (page 7) the Government Policy Statement for Land Transport outlines support for improving urban rail services for passengers accessing housing, major employment areas and major metropolitan areas.</p> <p>The recently released GPS 2021 states:</p> <p><i>The New Zealand Rail Plan outlines the Government's vision and priorities for rail. The long-term vision is for New Zealand's national rail network to provide modern transit systems in our largest cities, and to enable increasing volumes of freight to be moved off the roads and onto rail.</i></p> <p>Rail freight is not covered under the Regional Public Transport Plan.</p> <p>The Council is in the process of developing a project to investigate low-emission bus options. In addition, the national Transport Special Interest Group (TSIG) project to investigate decarbonisation of bus fleets is also being progressed. This is a strategic study assessing options such as funding, bus ownership models and procurement. Both of these studies, likely to be completed by early 2021 will enable more informed decisions to be made by Council.</p> <p>(TSIG is the national collective body of all regions with responsibility for delivering public transport. The group's sponsor is Greg Campbell, CEO of Greater Wellington Regional Council)</p>

## Officers Comments on the Regional Public Transport Plan

8. Kathleen Cole	Officers' Recommendations
<p>Yes- BEV's, not hydrogen fuel cell vehicles. A major new study from researchers at The University of Queensland warns that hydrogen fuel cell vehicles will likely have three times the emissions of battery electric vehicles. Hydrogen fuel cell cars have three times ... thedriven.io › 2018/11/15 ›</p> <p><i>Other issues:</i></p> <p>I am concerned about the proposed Mt Messenger SH3 bypass road that will encourage the continuation of high use heavy truck traffic and the increase in emissions. It makes more sense to significantly reduce greenhouse emissions to re-open the kiwi rail that was closed in 2009 between Taranaki and Waikato. This could connect with the main trunkline Hamilton to Auckland</p>	<p>The Mount Messenger bypass project is not relevant to the Regional Public Transport Plan. We recommend the submitter contacts Waka Kotahi who are the agency leading and funding the project to raise their concerns.</p> <p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>forwards</u> to the NPDC the comments on bike infrastructure</li> <li>3. <u>makes</u> no changes to the drafted Plan</li> </ol>
9 Catherine Cheung	Officers' Recommendations
<p><i>What public transport enhancements should be considered in the regional service review proposed for later this year?</i></p> <p>Increased frequency, reach and reliability of services.</p> <p>Consider trailing and potentially introducing more flexible or on-demand services, in small vehicles like mini-buses.</p> <p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p>	<p>Comments and support noted.</p> <p>As stated in Problem 2 of the draft Plan (page 9) we have identified limited accessibility of bus services is leading to under-utilisation of public transport. This is why the draft Plan identifies the regional network review as a strategic response. It is critical that a structured</p>

## Officers Comments on the Regional Public Transport Plan

9 Catherine Cheung	Officers' Recommendations
<p>Yes, it is the community's expectation to have adequate public services provided to ensure accessibility for those who are in need, both in rural and urban areas.</p> <p>The poor number of users reflect the inadequate services notably frequency and route design.</p> <p>Consider using minibuses for small populations while maintaining or increasing frequency of services. It is better to have smaller vehicles which are cheaper to run, less polluting, less damaging to roads, but with greater flexibility.</p> <p><i>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</i></p> <p>Yes</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p> <p>Yes, there's already a range of electric shuttle vans and even buses operating in the country.</p> <p>e.g. Zealandia offers free electric shuttle buses for visitors:  <a href="https://www.visitzealandia.com/Visit">https://www.visitzealandia.com/Visit</a></p> <p>e.g. Auckland electric airport bus:  <a href="https://www.stuff.co.nz/auckland/108950332/auckland-extends-electric-bus-trial-to-airport">https://www.stuff.co.nz/auckland/108950332/auckland-extends-electric-bus-trial-to-airport</a></p> <p>e.g. Christchurch electric buses that can go 250km on a charge:  <a href="https://www.redbus.co.nz/about/electric-buses/">https://www.redbus.co.nz/about/electric-buses/</a></p> <p>Low emission buses or minibuses should always be considered over and above diesel buses when introducing new services to natural areas such as access to the national park.</p>	<p>development plan, balancing needs and wants versus costs and affordability is a necessary.</p> <p>As noted in the draft Plan the Council is following Timaru's trial on-demand transport service with interest and based on results so far sees this this type of service delivery as a feasible option for Taranaki.</p> <p>As stated in the draft Plan (section 3) passenger numbers in the region have increased over 60% in the seven-year period up to 2018/19 following significant service changes in the last 10 years.</p> <p>Minibuses have been used on the Southlink services for many years. This has not stopped a decline in patronage on some services noting fares have never been increased and on some services fares have been reduced to stimulate greater use.</p> <p>It is difficult to use smaller buses when larger buses are required to manage the peak loads before and after school. There are higher capital costs to invest in both as well as higher maintenance and licencing costs etc when one bus is more economically efficient.</p> <p>As noted in the Draft RPTP (page 7) the Government Policy Statement for Land Transport outlines support for improving urban rail services for passengers accessing housing, major employment areas and major metropolitan areas.</p> <p>The government's <i>Draft New Zealand Rail Plan</i> states that one of its two strategic investment priorities over the next decade is <i>investing in metropolitan rail to support growth in our largest cities</i>.</p> <p>It is clear that providing passenger rail in provincial regions such as Taranaki is not a focus for KiwiRail in the foreseeable future, as they focus</p>



## Officers Comments on the Regional Public Transport Plan

9 Catherine Cheung	Officers' Recommendations
<p><i>Other issues:</i></p> <p>One huge opportunity and indeed obvious gap in the draft plan is rail. We have railway lines sitting idle in the region. Serious consideration must be put into restoring rail services and electrifying them to provide accessibility for all, incentives to ditch the car and opportunities to reduce transport emissions.</p> <p>In terms of council's proposed strategic responses, I strongly support working closely with NPDC on their Integrated Transport Strategy which incorporates considerations into existing and planned land use and infrastructural development.</p> <p>I was on the free minibus 45 offered by NPDC and Withers Coachlines on 22 Sept and was thoroughly satisfied with the trial on-demand service. It is obvious that people are wanting to contribute to climate action and community building, but driving less and using public transport.</p>	<p>on building a resilient and reliable rail network from its 'state of managed decline'. Such options may be available in the longer term.</p> <p>We would also highlight the issues the passenger rail service from Waikato to Auckland has needed to overcome and is still not in service. This is in an area where population, road congestion, and car use far outstrips the viability of passenger rail in Taranaki.</p> <p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>makes</u> no changes to the drafted Plan</li> </ol>
10. Ian Dickey	Officers' Recommendations
<p><i>What public transport enhancements should be considered in the regional service review proposed for later this year?</i></p> <p>Re-instate the Ōkato-Oākura-NP bus service PLEASE</p> <p>Increase bus frequency to make the service more convenient.</p> <p>Vary bus size depending on the popularity of the route.</p> <p>More promotion and advertising - social media.</p> <p>Consider putting on a Saturday and late night service to outlying towns around NP.</p>	<p>Comments noted.</p> <p>The Oākura commuter service was in operation for 10 years over which time patronage declined to the point of an average one person per trip. The possible re-establishment of the service will be included in the regional review of services.</p> <p>The strategic responses identified in the draft Regional Public Transport Plan, such as the regional network review will likely address many of the submitter's comments such as late night services.</p>

## Officers Comments on the Regional Public Transport Plan

10. Ian Dickey	Officers' Recommendations
<p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p> <p>Yes, they could vary bus size depending on number of expected users use an 'on demand' booking service.</p> <p><i>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</i></p> <p>Yes, discounts should be for everyone to encourage more people to use the service</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p> <p>Yes, climate change is real.</p> <p>Moving to low emission buses will future proof the service and encourage people to use. It's a good selling point and adds a feel good factor. Also. makes the region look progressive and ahead of the game</p> <p><i>Other issues:</i></p> <p>Promotion needs to utilise social media and latest platforms to encourage a wide range of users.</p>	<p>Social media is regularly used as a communication channel</p> <p>FaceBook: Taranaki Public Transport</p>     <p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>adds investigate reestablishment of commuter services to Oākura</u> as one of the specific service requests included in the draft Plan</li> </ol>
11. Kathryn Mercer	Officers' Recommendations
<p><i>What public transport enhancements should be considered in the regional service review proposed for later this year?</i></p>	<p>Comments noted.</p>

## Officers Comments on the Regional Public Transport Plan

11. Kathryn Mercer	Officers' Recommendations
<p>Reduce the fares charged to encourage more uptake.</p> <p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p> <p>So long as the populations in those areas are not decreasing, yes.</p> <p><i>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</i></p> <p>Remain available.</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p> <p>YES! Preferably electric. Not fossil based hydrogen. The climate crisis is accelerating: we need to transition urgently. One of the TRC roles is to look after the environment - please lead by example.</p> <p>Other benefits of moving to electric:</p> <p>Less polluting = better health outcomes</p> <p>Fewer moving parts = less maintenance</p> <p>More locally resilient system = we (NZ) produce and use the fuel in the area where it is used.</p> <p>Quieter = better for the people living on the routes, plus improves ease of communication between passengers, encouraging greater connection between community members.</p> <p>Passengers get the feel-good experience of lowering carbon emissions, empowering us in the face of a large crisis.</p>	<p>Fares are regularly reviewed as is the fare structure. The implementation of the new Bee Card ticketing system provides Council with greater flexibility in enhancing fare options. The submitter's comments will be included in the next fare review.</p> <p>The strategic responses identified in the Draft Regional Public Transport Plan, such as the network service review, will likely address many of the submitter's comments, for example, more coverage during the middle of the day.</p> <p>The Council is in the process of developing a project to investigate low-emission bus options. In addition, the national Transport Special Interest Group (TSIG) project to investigate decarbonisation of bus fleets is also being progressed. This is a strategic study assessing options such as funding, bus ownership models and procurement. Both of these studies, likely to be completed by early 2021 will enable more informed decisions to be made by Council.</p> <p>(TSIG is the national collective body of all regions with responsibility for delivering public transport. The group's sponsor is Greg Campbell, CEO of Greater Wellington Regional Council)</p> <p>The comments raised in <i>Other Issues</i> will be forwarded to the region's operators as operational matters to deal with.</p>

## Officers Comments on the Regional Public Transport Plan

11. Kathryn Mercer	Officers' Recommendations
<p><i>Other issues:</i></p> <p>As the population ages we're going to have even more incontinent passengers. The smell of pee is off-putting. Are there better ways of dealing with 'accidents' - more quickly cleaning up and dealing to the smell?</p> <p>Can we reduce the amount of verbal abuse between passengers, particularly youth?</p> <p>In NP city, could we have more coverage at lunch time - currently a large gap.</p>	<p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>forwards</u> the comments raised in <i>Other Issues</i> about behaviour to the regions operators</li> <li>3. <u>makes</u> no changes to the drafted Plan</li> </ol>
12. Urs Signer	Officers' Recommendations
<p><i>What public transport enhancements should be considered in the regional service review proposed for later this year?</i></p> <p>I support expanding the public transport network in Taranaki.</p> <p>We need a network that is inter-connected, has frequent services and is promoted through a hip and cool marketing campaign that focuses on getting everyone back to regularly using public transport.</p> <p>The goal ought to be that using public transport is the norm. While this is difficult, it is hearts and minds campaign and should be funded properly.</p> <p>I would like the Oakura bus re-instated and the service expanded to Okato.</p> <p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p> <p>Yes.</p>	<p>Support and comments noted.</p> <p>The strategic responses identified in the Draft Regional Public Transport Plan, such as the regional service review will likely address many of the submitter's comments such as Oākura service expanded to Ōkato.</p> <p>Recommendations:</p>

## Officers Comments on the Regional Public Transport Plan

12. Urs Signer	Officers' Recommendations
<p><i>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</i></p> <p>Concession fares should remain available.</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p> <p>Yes, of course.</p>	<p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>adds</u> <i>investigate reestablishment of commuter services to Ōakura</i> as one of the specific service requests included in the draft Plan</li> </ol>
13. Taranaki Public Health Unit, Taranaki District Health Board	Officers' Recommendations
<p>The Taranaki Public Health Unit (Taranaki PHU) welcomes the opportunity to submit on the draft Taranaki Regional Public Transport Plan 2020-2030.</p> <p>Taranaki PHU is one of 12 public health units providing public health services across Aotearoa/New Zealand.</p> <p>We provide a range of services with a focus on promoting health equity (the best possible health and wellbeing outcomes for everyone) and protecting communities against public health hazards.</p> <p>Taranaki PHU is committed to creating a fairer society where everyone has the opportunity for good health, and where our societal systems consider the needs and aspirations of Māori as tangata whenua and work in partnership with Māori through the application of Te Tiriti o Waitangi articles and principles.</p> <p>Taranaki PHU supports the provision of accessible and affordable public transport. Public transport is an essential service providing non-drivers (such as the elderly, young people, people with physical disabilities or people who cannot afford a car) with the ability to access employment and social opportunities, engage in community activities</p>	<p>Comments and support noted.</p> <p>The strategic responses identified in the draft Regional Public Transport Plan will likely address many of the submitter's comments, particularly the network service review and participation in NPDC's Integrated Transport Strategy. In addition, the two studies (one local and one national) into decarbonisation of buses will inform Council's transition in this area.</p> <p>The Council recognises the Taranaki DHB will be a key stakeholder in the proposed network review of services.</p> <p>WITT and a number of local tertiary institutes already provide fare subsidies or near fare-free travel for students.</p>

## Officers Comments on the Regional Public Transport Plan

13. Taranaki Public Health Unit, Taranaki District Health Board	Officers' Recommendations
<p>and access essential needs (such as healthcare or shopping).<sup>1</sup> There are clear health benefits associated with public transport use including increased physical activity, increased social contact, and improved mental health, as well as environmental benefits of reduced congestion and emissions.</p> <p>Providing a high quality public transportation system that runs frequently is associated with increased use.</p> <p>The use of public transport as a mode choice is associated with increased physical activity. This is due to the active transport component generally required when using public transportation.</p> <p>A 2018 study in the UK showed that:</p> <ol style="list-style-type: none"> <li>1. People who use public transport on average add approximately 20 minutes of physical activity to their day, associated with the active transport component of public transport, and</li> <li>2. One in three public transport users met the target of 30 minutes of physical activity daily.</li> </ol> <p>Public transport provision is also associated with increased health equity.</p> <p>Response to Questions:</p> <p>We believe that there should be two main types of enhancements –</p> <ol style="list-style-type: none"> <li>(1) strategies that reduce barriers to the use of public transport and aim to improve the bus rider experience and</li> <li>(2) enhancements that increase the availability and coverage of public transport.</li> </ol> <p>In particular we support enhancements that will contribute to increasing equity including:</p>	<p>The Council complies with Waka Kotahi's Urban Bus Requirements (UBR) with regard to vehicle quality. Many of the bus features, included in Table 1 and also the other requirements, are current practice.</p> <p>In response to the other comments we note:</p> <p>Any step change in funding to the point of making PT free for those under 16, rather than user pays, will require full community support and that of central government and such willingness to pay could be tested through the Council's LTP process.</p> <p>The region's three territorial authorities are responsible for provision of supporting bus infrastructure such as shelters. As stated in Section 6.11 <i>Infrastructure</i> Council will continue to advocate for new and improved infrastructure in support of services.</p>

## Officers Comments on the Regional Public Transport Plan

13. Taranaki Public Health Unit, Taranaki District Health Board	Officers' Recommendations
<ul style="list-style-type: none"> <li>• Accessible buses on all services</li> <li>• Increased routes serving rural areas</li> <li>• Increased routes in areas where there is identified need (e.g. where car ownership rates are lower or there is a higher proportion of people who may not drive)</li> <li>• Increased services that facilitate access to essential services, such as healthcare</li> <li>• Expanded weekend services to increase access to recreational activities as well as for people who utilise buses to travel to work in the weekends.</li> <li>• Services that are designed for older people – see Table1</li> </ul>	

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**Table One – General requirements of public transport for older people <sup>9</sup>**

**Table 1** General requirements of public transport for older people - taking bus as the example (see GOAL D4.1., 2012, and the references therein)

Issue		Requirements
Accessibility	Bus	Low floor buses Kneeling facility Handrail Priority seating Wheelchair space
		Information (preferably real time information) Audible announcement facility for visually impaired person Visible and well lit location Clean and protection from rain and sun Provision of seating facilities
	Bus stop approach	Well maintained of footpath to bus stop Level or low gradient footpath Good crossing facility (Signalled crossing, kerbed island at crossing) Lower traffic speed
Affordability		Provision of concessionary fares Ease of use Transferable and flexible tickets Simple fare structure
Availability		Services connecting residence to place of interest (e.g. shopping centre) Demand responsive transport
Acceptability	Safety	Safe approaches to bus stop Safe bus stop location Priority seats Provision of grab rails
		Provision of visual and audio announcement at bus stop Provision of route information displayed at bus stop Use of large font and sufficient details Provision of help point Easily understandable timetable
	Driver attitude	Good attitudes towards older people Driving behaviour (e.g. pulling close to the kerb and smooth acceleration/deceleration) Helpful and informative
	Transition support	Travel information Travel training Travel awareness



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13. Taranaki Public Health Unit, Taranaki District Health Board	Officers' Recommendations
<p>Implementing initiatives to challenge the belief that buses are only used by people who are 'disadvantaged' or have no other choice, especially when there is relatively high vehicle ownership and a generally 'private car friendly' environment (free parking, limited congestion), is an important factor in increasing use of public transport. It is, therefore, recommended that the Council include in their objectives a goal of improving the perception of public transport to make it a more attractive mode choice. Strategies to increase use of public transport may need to also include strategy to decrease the attractiveness, convenience and social status of using the private car.</p> <p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p> <p>We recommend that the focus of the Council should be on strategy to increase demand rather than reduce services.</p> <p>Reduction in services raises equity concerns, especially if using public transport is the only option for the 'one or two'. Any review of services in these circumstances should take into account the needs of users and should be done in consultation with the communities affected.</p> <p>There is potential for changing use patterns as a result of the Covid-19 pandemic including concerns over virus transmission on buses, a temporary or permanent shift to working from home or the reaction to advice internationally to avoid public transport.</p> <p>We recommend that, if possible, opportunities for flexibility to respond to the ongoing pandemic should be included in decision making processes.</p> <p><i>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</i></p>	

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13. Taranaki Public Health Unit, Taranaki District Health Board	Officers' Recommendations
<p>We support the use of the region wide bus card. We recommend that steps be taken to ensure that the bus cards (and therefore the discounts) are affordable as well as being easily accessible to and obtainable by all service users.</p> <p>Steps should be taken to ensure that bus users are supported to transition to the new ticketing system. We suggest that</p> <ul style="list-style-type: none"> <li>• Upgrade to the card should remain free of charge to all users</li> <li>• Advertising for the change should be widespread, including social media</li> <li>• Provision of information in community facilities (eg libraries) to support people who may not have access to the internet at home and cards should be widely available from a variety of locations</li> </ul> <p>Cash should still be an option as, for example, visitors to the region may not want to purchase a 'Taranaki only' bus card and may, therefore, avoid using public transport. Cash also allows for people to try the bus or to use the bus if they (for any reason) do not have their card. Taranaki PHU supports the Council's participation in the national bus ticketing system procurement project and notes that the chosen bus card will be accepted in several other regions.</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p> <p>Low-emission vehicles are an important strategy; implementation should occur as the result of careful and considered research and in consultation with the community, and not impact on the equity benefits of low cost public transport.</p> <p>Taranaki PHU recommends that the focus of the next three years should also be on strategy to increase the use of public transport and, therefore, reducing the number of trips taken in private vehicles and providing users with the health benefits associated with public transport use. A reduction in the total number of trips taken in vehicles has</p>	

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13. Taranaki Public Health Unit, Taranaki District Health Board	Officers' Recommendations
<p>the potential to provide greater reduction in emissions and more health benefits from reduced pollution than increasing the use of low-emission vehicles.</p> <p><i>Other Comments</i></p> <p>Taranaki PHU also suggests that Taranaki Regional Council considers extending concession fares to include low cost travel for families and free travel for all people under 16 (and for 16-18 year olds in education) as an opportunity to:</p> <ol style="list-style-type: none"> <li>1. Support the development of the habit of bus use and</li> <li>2. Increase the chances of people utilising bus services even when they have other choices.</li> </ol> <p>Independent travel options are important for young people's wellbeing and ability to participate socially and economically in society.</p> <p>Other initiatives to encourage people to use the bus should also be considered, such as providing free passes for a period to demonstrate the benefits of bus use. It has been shown that individuals with negative perception of bus use, when presented with a positive reality when utilising the service, can be positively influenced for change.</p> <p>We recommend that all bus stops have safe and accessible shelters (with rain and sun protection) and that the Council considers the safety aspects of the 'trip to the bus stop' as it has also been noted that while reduction in car use results in fewer motor vehicle accidents, the mode switch to active transport may increase the risk of injury, such as trips and falls while walking.</p> <p>Taranaki PHU strongly supports the plan for utilising innovative initiatives (Section 7), including the trial of a new strategy to encourage use of public transport, increase the status of public transport and improve health and equity.</p>	

## Officers Comments on the Regional Public Transport Plan

13. Taranaki Public Health Unit, Taranaki District Health Board	Officers' Recommendations
<p>There is an association with land use strategy and the utilisation of public transport. Taranaki PHU strongly supports the preparation of a district wide integrated transport strategy by TRC and NPDC and recommends that this be extended to be Taranaki wide and in partnership with all district councils so that public transport accessibility is put forward as a key consideration for future development regionally. We strongly recommend that this is done in partnership with Taranaki Iwi and with extensive community consultation.</p> <p>Taranaki PHU watch with interest the 'MyWay by Metro' public transport programme currently being trialed in Timaru and note that this programme has the potential to reduce barriers to public transport experienced by those, for example, who have limited mobility and the where the active transport component of accessing a bus is a barrier. We look forward to further communication from the TRC regarding their assessment of this programme.</p>	<p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>makes</u> no changes to the drafted Plan</li> </ol>

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p>Taranaki District Health Board (DHB) welcomes the opportunity to make a submission to the Draft Taranaki Regional Public Transport Plan 2020-2030 (the Plan). We have reviewed the Plan and overall, our submission focuses on Taranaki DHB's patients, visitors and staffs' public transport needs and issues.</p> <p>Taranaki DHB's key public transport issues affecting access to both the Taranaki's regional (Base hospital) and rural (Hawera hospital) hospital facilities are: lack of public transport that caters for disabled patients; inconsistencies with bus arrival and departure times; and underutilisation of public transport.</p> <p>Our submission includes two parts: the first part relates to our responses for a set of four questions provided by the Taranaki Regional Council (TRC) and the second part relates to our comments and recommendations specific to some sections of the Plan (not covered by the four questions).</p> <p>We trust that our submission will assist the TRC in resolving Taranaki DHB's public transport issues and needs, managing the region's public transport and finalising the Plan.</p> <p>Submitter's details:</p> <p>Rosemary Clements Chief Executive Taranaki District Health Board David Street, Westown New Plymouth 4310</p> <p><b>Part 1: Answers to four questions</b></p> <p><b>1. What public transport enhancements should be considered in the regional service review proposed for later this year?</b></p>	<p>Comments noted.</p> <p>The Taranaki District Health Board (TDHB) is recognised as a key stakeholder in the proposed review of regional services. The draft Plan already identifies enhanced services for TDHB as part of the identified areas to be included in the network service review. In light of the numerous matters raised in Taranaki DHB's submission, the Council will seek engagement at the earliest possible time.</p> <p>The Council will, through future Long Term Plan/s (LTP) process, present to the community information on any step changes in public transport funding related to enhanced services as raised in the Taranaki DHB submission.</p> <p>However, the Council notes that not all of the requested changes may be achievable in the short to medium-term without funding support from the Taranaki DHB, noting they already contribute to funding the Hāwera to New Plymouth (Connector) service.</p> <p>We also note that the Taranaki Regional Council has the statutory responsibility for delivering public transport services. The Council is open to the Taranaki DHB working with Council on development of future services for the betterment of the whole region.</p> <p>For ease of reading further Officer's comments are provided adjacent to the submitters comment.</p>

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p>We recommend several public transport enhancements that could potentially resolve Taranaki DHB's key public transport access issues: lack of disability friendly transport, underutilisation of funded public transport and inconsistencies with bus arrival and departure times:</p> <ul style="list-style-type: none"> <li>• That the TRC works with Taranaki DHB in actively promoting public transport (Citylink, Connector, Southlink) services to increase patients, visitors and staff patronage. This includes (but not limited to) providing electronic un-manned bus ticketing system, real time bus arrival and departure screen, etc at designated bus waiting areas in the Base and Hawera hospitals.</li> <li>• That the TRC works alongside Taranaki DHB in addressing the removal and relocation of existing bus stop, changes in on-site bus routes, and other associated work affected by the construction of the New East Wing Building at the Base hospital.</li> <li>• That the TRC works with the Taranaki DHB in identifying gaps and investigating services such as express shuttles dedicated for hospitals' essential workers, patients and visitors.</li> <li>• That the TRC (alongside Taranaki DHB, local councils and stakeholders) designs safe, efficient and effective routes that directly cater for regional and rural hospital facilities.</li> <li>• That the TRC aligns public transport enhancements with the Proposed New Plymouth District Plan, where the Taranaki Base Hospital is designated as a Special Purpose Zone (Hospital). Taking into account the District Plan is consistent with the Resource Management Act 1991 and s124 (c) (ii) of the Land Transport Management Act 2003.</li> <li>• That the TRC provides services that aligns with the Base and Hawera hospital's essential workers' working hours (7am start and finish; 8am start; 3pm start and finish; 4:30pm finish; 11pm start and finish), out-patient consultation hours</li> </ul>	<p>All Citylink buses are wheelchair accessible. While the Connector buses are not currently accessible, it is planned for a wheelchair accessible vehicle to be in service in late 2021.</p> <p>The Bee Card ticketing system being deployed in October 2020 provides for un-manned ticketing. Following the deployment of the system, real-time passenger information will be progressed once resources are available.</p> <p>Council staff have been engaged with Taranaki DHB's Stage 2 project team and their parking consultant Kevin Warwood (Parking Nation) on the proposed parking changes.</p>

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p>(generally between 8am and 4:30pm), and visiting hours (generally between 2pm and 8pm).</p> <ul style="list-style-type: none"> <li>• That the TRC provides safe, effective and efficient services through Intelligent Transport System (ITS). This system includes real-time information, data processing, communication, and sensor technologies applied to vehicles, transport infrastructure and transport users.</li> <li>• That the TRC works with the three local authorities and Waka Kotahi (in the case of State Highways and other road coverage) in reviewing and amending Taranaki's road layout with the aim to provide for special vehicle/bus lane along key corridors to reduce public transport journey times, and increase reliability and punctuality of arrival and departure times.</li> <li>• We recommend that the councils consider the removal of road side parking and utilise this area for bus lane, carpool lane, cycling lane, etc.</li> <li>• That the TRC works with Taranaki DHB in undertaking a public transport access review surrounding the regional hospital facility. The review ensures that urban public transport routes are aligned with up to 99% of hospital essential workers, patients and visitors residing within 400m (5 minute walking distance), 800m (10 minute walking distance) and 1600m (20 minute walking distance) from the nearest bus stop.</li> <li>• That the TRC provides disability friendly transport for disabled hospital patients.</li> </ul> <p><b>2. Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</b></p> <p>The Connector bus service is utilised by approximately six staff per month. It is also utilised by up to 200 members of the public per month to get to and from the Base hospital. The Taranaki DHB's Connector bus subsidy amounts to approximately \$80,000 per year. The bus attracts approximately 2,472 patronages per annum. This costs Taranaki DHB \$32.00 per person per trip (higher than the highest regular fare paid by</p>	<p>Comments will be forwarded to territorial authorities and Waka Kotahi.</p> <p>Comments will be forwarded to territorial authorities and Waka Kotahi.</p> <p>All Citylink buses are low-floor accessible. Planning is underway to provide an accessible vehicle on the Connector service in late 2021.</p> <p>The funding of the Connector by Taranaki DHB is not based on passenger numbers. The utilisation of the Connector service for patients, visitors and staff is managed by Taranaki DHB not Council.</p>

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p>an adult passenger). Given the funding and low patronage, it is considered appropriate that the TRC works alongside Taranaki DHB to address under-utilisation of funded transport instead of status quo/continuing to provide bus services despite very few users without investigating the cause and resolving investigation outcomes.</p> <p>Besides the Connector bus, the CityLink bus service (Route 3) which provides 12 trips per day (in peak times) is not well suited to staff (nurse staff requires a 7.00am arrival) at the Base hospital. CityLink is largely used by school children in the hours which the Base hospital requires route and timetable changes. The TRC (working alongside Taranaki DHB) could improve and then incentivise the routes or timetables to suit Taranaki DHB's staff shift start and end time.</p> <p><b>3. Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</b></p> <p>Taranaki DHB has no concerns whether passengers pay cash or by bus card.</p> <p><b>4. Should a transition to low-emission buses be a priority over the coming three years (2021- 2024)?</b></p> <p>The Government encourages government agencies (includes Taranaki DHB and councils) where practical to procure low-emissions vehicles. The government require regular review of agencies' procurement catalogue with a view to increasing the model range of lower-cost low emissions vehicles. This is further exemplified by the 4th edition of the Government Rules of Sourcing (2019), particularly Rule 20.</p> <p>Rule 20 directs government agencies to support the procurement of low-emissions and low-waste goods, services and works in specific areas. The procurement of low emissions vehicles is one of specified areas. Ensuring that the emissions profile of the government vehicles are sinking over time to reach the Government's goal of that all new vehicles entering the Government vehicles are fully electric by 2025/26 is a priority work programme. Furthermore, transitioning to low carbon emission/clean transport is</p>	<p>The Council is in the process of developing a project to investigate low-emission bus options. In addition, the national Transport Special Interest Group (TSIG) project to investigate decarbonisation of bus fleets is also being progressed. This is a strategic study assessing options such as funding, bus ownership models and procurement. Both of these studies, likely to be completed by early 2021 will enable more informed decisions to be made by Council.</p> <p>(TSIG is the national collective body of all regions with responsibility for delivering public transport. The group's sponsor is Greg Campbell, CEO of Greater Wellington Regional Council)..</p> <p>Comment on GPS 2021 noted and agreed. The draft Plan was notified prior to GPS 2021 being released by the Minister of Transport.</p>



## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p>consistent with s96(1)(a) of the Land Transport Management Act 2003 (LTMA) which requires Waka Kotahi to exhibit a sense of social and environmental responsibility which is encapsulated in the Environmental and Social Responsibility Policy.</p> <p><b>Part 2: Recommendations specific to some sections of the Plan</b></p> <p><b>2 Strategic Context</b></p> <p>Government Policy Statement on Land Transport</p> <p>The Government Policy Statement on Land Transport sets out the government's desired outcomes and funding priorities for the land transport sector. It is the policy document that directly influences decisions on how funding from the National Land Transport Fund (NLTF) is invested for the next three year period. The four strategic priorities for GPS 2018 are: safety, access, environment, value for money.</p> <p><b>Recommendations/Comments:</b></p> <p>Government Policy Statement on land transport 2021/22 – 2030/31</p> <p>In 17 September 2020, Transport Minister Phil Twyford released the final Government Policy Statement on land transport (GPS) 2021/22 – 2030/31 which outlines the planned \$48 billion investment in services and infrastructure over the next decade. The GPS 2021 builds on our balanced transport policy and has four key strategic priorities: Safety; Better Travel Options; Improving Freight Connections; and Climate Change.</p> <p>The GPS 2021 promotes increase delivery of innovation for the land transport system. This includes:</p> <ul style="list-style-type: none"> <li>• piloting and demonstrating new approaches; removing barriers that prevent it from delivering innovation; contributing annual funding from across the Fund; and</li> <li>• Participating in a transport sector innovation programme in collaboration with the private sector and research community.</li> </ul>	<p>Noted and agreed.</p>

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p>We recommend that section 2 of the Plan which refers to the GPS 2018 be updated to reflect the GPS 2021 in accordance with core requirements under s14 of the LTMA.</p> <p><b>Transport Outcomes Framework</b></p> <p>We recommend that section 2 includes the Transport Outcomes Framework. This framework makes it clear what government is aiming to achieve through, in this case, the regional transport system.</p> <p>The purpose of the transport system is to improve people's wellbeing, and the liveability of places. It does this by contributing to five key outcomes:</p> <ul style="list-style-type: none"> <li>• Inclusive access: enabling all people to participate in society through access to social and economic opportunities, such as work, education and healthcare.</li> <li>• Economic prosperity: supporting economic activity with efficient movement so people and products.</li> <li>• Resilience and security: Minimising and managing risks, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.</li> <li>• Environmental sustainability: Transitioning to net zero carbon emissions and maintaining or improving biodiversity, water quality, and air quality.</li> <li>• Healthy and safe people: Protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option.</li> </ul> <p>We recommend that the Transport Outcome Framework be aligned with the Plan's wellbeing and liveability key performance indicators (KPI) to track transport's contribution to this specific KPI.</p> <p>(Refer to <a href="https://www.transport.govt.nz/multi-modal/keystrategiesandplans/transport-indicators/">https://www.transport.govt.nz/multi-modal/keystrategiesandplans/transport-indicators/</a>).</p> <p><b>Waka Kotahi Environmental and Social Responsibility Policy</b></p>	<p>These comments are more aligned with the Regional Land Transport Plan for Taranaki rather than the Regional Public Transport Plan. No change recommended.</p> <p>Section 96(1)(a) is directly related to the Operating Principles the Agency, that is Waka Kotahi NZ Transport Agency, must comply with. This section does not relate to Councils. It is not a requirement of a Regional</p>

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p>We recommend that section 2 of the Plan includes Waka Kotahi Environmental and Social Responsibility Policy in accordance with s96 (1)(a) of the LTMA. This section requires that agencies exhibit a sense of social and environmental responsibility. Actions to implement the policy include:</p> <ul style="list-style-type: none"> <li>• promote the safe and efficient movement of goods and people in a manner that avoids, to the extent reasonable in the circumstances, adverse environmental and social impacts</li> <li>• continuously improve performance in the management of environmental and social impacts</li> <li>• integrate good urban design into all our activities</li> <li>• work to improve our knowledge and understanding of the extent and condition of New Zealand's environmental and cultural heritage assets</li> <li>• maintain and improve opportunities for Māori to contribute to our decision-making processes</li> <li>• actively and meaningfully engage with affected and interested persons and organisations</li> <li>• identify and comply with all relevant environmental and social legislation and regulations</li> <li>• seek whole-of-life value for money by taking into account environmental and social costs</li> <li>• and benefits when procuring goods and services provide our employees with the skills, awareness and leadership to achieve environmental and social objectives.</li> </ul> <hr/> <p><b>4 Strategic cases</b></p> <p>The strategic cases forms part of Waka Kotahi's business case approach to investment in transport.</p> <p>Problem 2</p>	<p>Public Transport Plan, Section 120 Contents of a Regional Public Transport Plan of the LTMA. No change recommended.</p>

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p>Limited accessibility and frequency of bus services is leading to under-utilisation of public transport.</p> <p>The Connector bus service is funded in part by the Western Institute of Technology at Taranaki (WITT) and the Taranaki District Health Board (TDHB). This is a one bus service, operating four return trips from Hāwera to New Plymouth. The travel distance (approximately 80km per trip) and travel time (approximately 90 minutes per trip) make service enhancements impossible without adding an additional vehicle/s.</p> <p><b>Recommendations/Comments:</b> Please refer to response under Part 1, question 2 of our submission.</p>	<p>Comments noted.</p>
<p><b>6 Objectives, policies and actions</b></p> <p><b>6.1. Network</b></p> <p>Objective 1: A core network of accessible, integrated and reliable public transport services that support Taranaki's communities.</p> <p>Policy 1.1: Provide a core network of integrated and reliable services</p> <p>Actions: Continue to provide both urban, rural and connector public transport services where appropriate, subject to meeting service KPIs.</p> <p><b>Recommendations/Comments:</b> We recommend that besides continuing to provide urban, rural and connector public transport services, the services must be actively promoted and actions undertaken to increase patronage of transport services.</p>	<p>Support noted. Council carries out promotional events such as free services on World Car Free Day and more recently free services as part of the New Plymouth Lions Christmas Parade. The efforts to increase patronage have been ongoing resulting in a 60% increase in patronage from 2009/10 to 2018/19.</p>
<p>Policy 1.2 Encourage mutually supportive land use and public transport development policies</p> <p>Actions: Work with the territorial authorities to promote transit oriented development around Greenfield and urban intensification proposals.</p>	<p>Comments noted.</p>

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p><b>Recommendations/Comments:</b> We recommend that the TRC alongside councils provide connectivity of different modes of active and public transport.</p> <p>Policy 1.3: Investigate new service opportunities</p> <p>Actions: Investigate options for trial services where gaps in the network exist or as new development occurs.</p> <p><b>Recommendations/Comments:</b> We recommend that the TRC works with the Taranaki DHB in identifying gaps and investigating trial services such as express shuttles, public transport provisions that caters for workers', patients and hospital visitors' needs to increase adult patronage.</p>	Comments noted.
<p><b>6.2 Services</b></p> <p>Objective 2: Responsive services that connect people with where they want to go.</p> <p>Policy 2.1: Provide a network of public transport services: urban, rural and connector.</p> <p><b>Recommendations/Comments:</b> We recommend that the TRC includes key regional facilities with the network of public transport services:</p> <p>Hospital: regular frequency service for the Regional Base and Hawera hospitals' patients, visitors, and essential workers such as nurses, doctors, ambulance officers, non-clinical support services.</p>	Comments noted.
<p>Policy 2.2: Provide a public transport network that maximises the range of travel options and destinations available.</p> <p><b>Recommendations/Comments:</b> We recommend that the TRC alongside councils and Taranaki DHB design public transport routes that cater for regional destinations/regional hospital facilities.</p>	Comments noted.

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p>Policy 2.3: Enable timely and cost effective service provision in developing urban areas in collaboration with territorial authorities.</p> <p><b>Recommendations/Comments:</b> We recommend that the TRC encourages planning decision-makers and authorities to ensure that public transport aligns with the Regional Base Hospitals' Travel Management Plan (TMP) approved by the New Plymouth District Council. The Taranaki DHB's TMP 2018 is proposed to be reviewed and updated end of 2020 to mid-2021. We invite the TRC (and other councils) to provide input in the development of the TMP 2020/21. Taking into account the District Plan is in accordance with the Resource Management Act 1991 and s124 (c) (ii) of the LTMA.</p>	Comments noted.
<p>Policy 2.4: Ensure that services respond to identified customer needs</p> <p>Policy 2.5: Maintain consistent levels of service in each service layer, appropriate to demand</p> <p><b>Recommendations/Comments:</b></p> <ul style="list-style-type: none"> <li>We recommend that the TRC consults and works alongside the Taranaki DHB during service planning and reviews prior to procurement.</li> <li>We recommend that the TRC provides service levels that align with regional hospital's (essential workers) working and visiting hours:  7am end and start of shift  3pm end and start of shift  11pm end and start of shift  Between 7am and 8am start and between 4:30pm and 5:30pm finish  Between 2pm and 8pm Taranaki</li> </ul>	
<p>Policy 2.6: Enable timely and cost-effective service adjustments to meet demand</p>	Inter-regional services do not form part of a Regional Public Transport Plan.

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p><b>Recommendations/Comments:</b></p> <ul style="list-style-type: none"> <li>• We recommend that the TRC works with the Taranaki DHB in putting mechanisms in place to enable effective use and promotion of public transport.</li> <li>• We recommend an additional policy that identifies and promotes public transport activities that have inter-regional significance. Taranaki is located in between two 'surge' regions: Hawke's Bay and Manawatu/Whanganui. In our view, it is important and practical to ensure that inter-regional significant transport projects are identified that could potentially be linked and benefit Taranaki regional transport. The Plan is silent on this. Such an approach is consistent with s16 of the LTMA (form and content requirements of the regional land transport plan).</li> </ul> <hr/> <p><b>6.3 Service Quality</b></p> <p>Objective 3: A convenient and reliable public transport system using modern vehicles.</p> <p>The most important consideration for passengers and potential users is reliability - a trip leaves on time and arrives at (or very close to) the scheduled time.</p> <p>Policy 3.2: Improve public transport journey times where possible</p> <p><b>Recommendations/Comments:</b> We recommend that the TRC:</p> <ul style="list-style-type: none"> <li>• Provides safe, effective and efficient services through Intelligent Transport System (ITS). Refer to Part 1, question 1 of our submission.</li> <li>• Works with three local authorities in reviewing and amending road layout. Refer to Part 1, question 1 of our submission.</li> </ul> <hr/> <p>Policy 3.3: Provide a reliable, punctual, customer focused network services</p>	<p>Comments noted. The Council does and will continue to look at technology investments to improve the quantity and quality of public transport services provided.</p> <p>Comments noted.</p> <p>Issue resolution is part of operational contract management with operators. No change recommended.</p>

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p><b>Recommendations/Comments:</b> We recommend that the TRC provides express public transport for hospital service public transport. Refer to Part 1, question 1 of our submission.</p> <hr/> <p>Policy 3.6: Monitor and continuously improve service delivery</p> <p><b>Recommendations/Comments:</b> Besides monitoring, we recommend that additional words which refer to resolving issues arising from monitoring non-compliance be included with the action under</p> <p>Policy 3.6 of the Plan.</p> <hr/> <p><b>6.5 Fares and ticketing</b></p> <p>Objective 5: A fares and ticketing system that attracts and retains customers</p> <p>Policy 5.3: Provide concession fares for target groups on services</p> <p><b>Recommendations/Comments:</b></p> <ul style="list-style-type: none"> <li>• We recommend that the TRC provides Hospital service fare for essential workers, regular Hospital visitor's fare, etc</li> <li>• We recommend that the TRC works with Taranaki DHB to determine if the Total Mobility subsidy rates (including bus mobility features) meet the needs of hospital patients.</li> </ul> <hr/> <p><b>6.7 Procurement approach for units</b></p> <p>Objective 7: A procurement system that supports the efficient delivery of public transport services</p> <p><b>Recommendations/Comments:</b></p>	<p>Council follows Waka Kotahi's procedures for determining Total Mobility subsidy rates. This calculation methodology is likely to be included in the strategic response of the Ministry of Transport review of Total Mobility. No change recommended.</p> <p>The Council's transport procurement is detailed in a separate document, <i>Transport Activity Procurement Strategy for the Taranaki Region</i> and endorsed by Waka Kotahi.</p> <p>No change recommended.</p>



## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<div data-bbox="282 376 1164 601"> <ul style="list-style-type: none"> <li>• We recommend an additional policy which ensure sustainable procurement of services</li> <li>• We recommend that the TRC transitions to low carbon emission/clean transport. This is consistent with the 4th edition of the Government Procurement Rules (2019) and s 96 (1)(a) of the LTMA - social and environmental responsibility which is encapsulated in the Environmental and Social Responsibility Policy</li> </ul> </div> <hr/> <div data-bbox="237 622 1182 1214"> <p><b>6.8 Managing, monitoring and evaluating unit performance</b></p> <p>Objective 8: A system of monitoring and review that supports continuous improvement</p> <p>The Council will regularly monitor progress towards these targets. It will also monitor the implementation of this Plan and use a series of KPIs to determine how well the public transport system is achieving its objectives.</p> <p>Policy 8.1: Undertake regular monitoring and reporting of service, unit and system performance.</p> <p><b>Recommendations/Comments:</b></p> <ul style="list-style-type: none"> <li>• To ensure progress of each indicator, we recommend that the TRC sets-out targets for each key performance indicators, for example, 15% increase in bus patronage per year; 20% increase in bus patronage (including express shuttle) going to regional hospital facilities; 50% reduction in single-occupancy cars arriving in regional base hospital.</li> <li>• The indicators could be used to identify areas that are performing well and/or areas that require improvement, and use this information to inform policies and decision making.</li> </ul> </div> <hr/> <div data-bbox="237 1240 584 1270"> <p><b>6.8 Transport-disadvantaged</b></p> </div>	<div data-bbox="1209 411 1975 608"> <p>The Council has previously set targets as indicated by the submitter. However, these have found to have little meaning over time as there are far stronger influences that drive patronage growth such as the cost of fuel or parking charges that Council has no control over. The measures included in the draft Plan are aligned with Waka Kotahi's requirements. No change recommended.</p> </div> <div data-bbox="1209 1136 1404 1168"> <p>Comments noted.</p> </div>

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14. Taranaki District Health Board	Officers' Recommendations
<p>Policy 11.1: Advocate Provide for the provision of accessible, customer-focused facilities appropriate to the public transport route and the immediate locality.</p> <p>Recommendations/Comments:</p> <ul style="list-style-type: none"> <li>• We recommend that the TRC replaces the word advocate with provide. This is consistent with the intent of the Plan and responsibilities of councils.</li> <li>• We recommend that the TRC provides appropriate bus waiting amenity and shelter. Refer to Part 1, question 1 of our submission.</li> <li>• We recommend that TRC provides safety, effectiveness and efficiency of services through Intelligent Transport System (ITS). Refer to Part 1, question 1 of our submission.</li> </ul>	<p>supporting infrastructure, therefore can only advocate for the infrastructure support for the services. No change recommended.</p>
<p><b>6.12 Customer interface</b></p> <p>Objective 12: Simple, visible, and intuitive customer information and service</p> <p><b>Recommendations/Comments:</b> We recommend that the TRC aims for 99% customer satisfaction, and reduced customer complaints.</p>	<p>Comments noted.</p>
<p>Policy 12.3: Provide a wide choice of information channels for customers.</p> <p><b>Recommendations/Comments:</b> We recommend that the TRC works with Taranaki DHB to develop travel information channels for hospital patients, visitors, and essential workers.</p>	<p>Comments noted.</p>
<p><b>7. Proposed strategic responses</b></p> <p><b>Recommendations/Comments:</b></p> <ul style="list-style-type: none"> <li>• We recommend that the planned strategic responses in the short-term (next one to three years) particularly increasing the frequency of Connector trips and provisions for accessible bus options include the following:</li> </ul>	

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<ul style="list-style-type: none"> <li>Provisions for express public transport or shuttle options for hospital essential workers, patients, and visitors which aligns with working and visiting hours. Increasing patronage will increase revenues, and thus improve farebox recovery.</li> <li>Provisions for adequate automated bus ticketing facilities and real-time information of bus arrival and departure times at designated bus waiting areas at the Base and Hawera hospitals.</li> <li>Raising awareness of public transport users and decision-makers of the benefits and costs of transport choices and incentivising robust decision-making and smart travel choices. Incentives could be in the form of user cards with free ride after 10 use for example.</li> <li>Refer to matters mentioned in Part 1, question 1 of our submission.</li> </ul> <p>In terms of medium to long-term activities, particularly expanding Citylink services to Taranaki Base Hospital catering to shift workers and patients. We recommend that the TRC:</p> <ul style="list-style-type: none"> <li>Implements expanded Citylink services to Taranaki Base Hospital catering to shift workers and patients in the next one to three years to align with the construction of the hospital's new east wing building which will be built over 226 car parks. This action encourages passenger growth and aligns with s114A (1)(b) of LTMA.</li> <li>Provides opportunities to connect rapid public transit services with other parts of a shared mobility system. People could travel the first and last legs to/from public transport stations by shared shuttles, bikes, and scooters, with people seamlessly planning and paying for travel via personalised mobility apps.</li> <li>In low-density suburban areas, TRC provides demand-responsive public transport and shuttles replacing scheduled bus services and routes. These could lead to better services for passengers, and a more efficient system.</li> <li>Provides a transport system that gives people choice about how they get to where they need to go (Better Travel Options), and supports them to do this in a way that</li> </ul>	<p>Comments noted.</p>          <p>Recommendations: That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li><u>thanks</u> the submitter for their detailed submission</li> <li><u>forwards</u> relevant comments to the district councils and Waka Kotahi</li> </ol>

## Officers Comments on the Regional Public Transport Plan

14. Taranaki District Health Board	Officers' Recommendations
<p>is safe and reduces the impact of travel on the environment. Other transport choices such as express public shuttles, shared public transport pool, etc. COVID-19 emphasised how Better Travel Options are needed to provide us with flexibility in how and if we travel, and how important it is to make sure we have strong freight connections.</p> <hr/> <p><b>Appendix C: Farebox recovery policy</b></p> <p><b>Recommendations/Comments:</b></p> <ul style="list-style-type: none"> <li>• In our view, increasing passengers' contribution is justifiable if bus services improve e.g. alignment with shift work, provisions for adequate waiting areas: promotion of timetables and kiosks. Status quo does not justify increase in passenger contribution.</li> <li>• Although increasing bus fares will lead to increase in revenue and thus improve farebox recovery, we recommend that effort be made to improve poor performing services by ensuring that operating times align with the needs of the base hospital's essential workers, patients and visitors.</li> </ul>	<ol style="list-style-type: none"> <li>3. <u>updates</u> references to GPS 2021 following release of the final document in September 2020</li> <li>4. <u>agrees</u> to engage with Taranaki DHB on their submission at the earliest opportunity.</li> </ol>
15. Graeme Sykes & Jono Burrows (on behalf of Inglewood Community Board)	Officers' Recommendations
<p>Thank you for the opportunity to make this submission. We applaud the work that you are doing in this complex area and apart from adopting our personal ideas we would like to be included as a governance partner in this project.</p> <p><b>The Vision:</b></p>	<p>Comments and support noted.</p> <p>The strategic responses identified in the draft Regional Public Transport Plan will likely address many of the submitter's comments.</p>

## Officers Comments on the Regional Public Transport Plan

15. Graeme Sykes & Jono Burrows (on behalf of Inglewood Community Board)	Officers' Recommendations
<p>The Inglewood Community Board has a vision to increase transport options for the Inglewood community to lower carbon and provide a safe and healthy transport system in our community.</p> <p>The Community Board is currently planning a street trial to gather information on what changes could be made to our streets that would change the method of commuting and provide a healthier and safer community. This includes creating walkways, cycle and mobility paths, transport options to reduce congestion and providing safe access over SH3 and 3A. Creating opportunities to increase the use of public transport is part of this strategy.</p> <p>To make these changes in transportation requires a significant paradigm shift from the way we all operate now. We are asking people to become more sensitive of when they use their car. We need good transport options to allow people to try new transport methods. We feel it is a good time to encourage people to use public transport.</p> <p>To encourage the use of public transport we need an easy to understand system, offering frequency and reliability that is affordable, accessible, convenient, clean and friendly. The purpose of the Land Transport Management Act (LTMA) is "to contribute to an effective, efficient, and safe land transport system in the public interest." In reading the current Draft Plan it seems to be caught in justifying a good financial outcome between what the public pays and, the subsidies required from local government rates and central government funding (fuel &amp; road tax). We encourage you to maintain the current pricing strategy that seems to offer value for the customer.</p> <p>However, we also draw your attention to the Queenstown Public Transport strategy where they introduced \$2.00 fares over their entire jurisdiction and received an overwhelmingly positive response in getting people to use public transport. It has had a significant impact for tourists and locals. No doubt over time they will adjust their fares, but the move has changed behaviour and the airport is a key link in their network.</p>	<p>In response to other comments:</p> <p>The school bus services referred to are provided on a commercial basis by a local operator who has done so for many years. There is concern that these services may not continue long-term as the operator continues to assess their financial viability. If the commercial service is withdrawn, the loss would be extremely detrimental to the community and school children.</p> <p>As noted in the draft Regional Public Transport Plan, bus infrastructure is the responsibility of territorial authorities, in this case NPDC. Any infrastructure placed on a state highway requires the approval of Waka Kotahi.</p> <p>We can advise that a request has been made to Waka Kotahi in partnership with NPDC to have bus stops located near the Top Dairy on Rata St. If approved a shelter is also planned for the south side of the road. This will provide designated stopping points for both the Connector service and the commercial school service already using this area with passengers congregating under the verandahs of the shops located there.</p> <p>The inclusion of the phrase 'at a reasonable cost' as part of Council's vision for public transport (Section 6, page 12) is prudent. The vision is different to that of the Regional Land Transport Plan for Taranaki as stated on page 3 of the draft Plan. This vision encompasses the whole land transport system. The public transport vision recognises that the provision of public transport is funded by users, ratepayers and tax</p>

## Officers Comments on the Regional Public Transport Plan

15. Graeme Sykes & Jono Burrows (on behalf of Inglewood Community Board)	Officers' Recommendations
<p>Right now, the emphasis is to create options that encourage a significant change in transport behaviour. We all recognise this as a transitional period and the growth in the use of Public Transport is an important option.</p> <p>We agree with the overall vision on page 3, "a safe, effective and efficient land transport network, integrated across the whole transport system, which enables Taranaki to thrive and to lead sustainably prosperous New Zealand." However, on page 12 under point 6, the Council's vision introduces the phrase "at a reasonable cost." We feel this works against the purpose of the LTMA which is to "contribute to an effective, efficient, and safe land transport system in the public interest."</p> <p>Current services:</p> <p>We would like to draw your attention to how this plays out in Inglewood township and Egmont Village. What are the routes and timetables for commuters and school buses?</p> <p><b>School trips:</b></p> <p>Currently we are aware that 10 students from New Plymouth and 14 from Bell Block come to Inglewood High school each day. Prior to COVID19 lockdown there were 45 students travelling from Bell Block to Inglewood High School and this has been the case consistently for a number of years. When students returned to school post COVID the demand for bus travel reduced to 14 students. We surmise that this is possibly a child/parent COVID fear and safety issue, as many students are now being driven or, driving themselves to school. It points to the complexity of managing the network in times of crisis.</p> <p>Currently 35 high school students travel by bus to New Plymouth for Boys High, Girls High and other schools. There are 11 students on a waiting list for 2021. We understand establishing the demand for these services is difficult to predict for bus transport operators.</p>	<p>payers and that services seek a trade-off over levels of service versus affordability/reasonable cost.</p> <p>We confirm the proposed public transport network review will include Inglewood and Egmont Village.</p> <p>Then Council is committed to working with local communities and this is reflected in the proposed strategic responses where Council's seeks to work more collaboratively with key stakeholders.</p>

## Officers Comments on the Regional Public Transport Plan

15. Graeme Sykes & Jono Burrows (on behalf of Inglewood Community Board)	Officers' Recommendations
<p><b>Community Public Transport services:</b></p> <p>We are concerned about the level of service for Inglewood &amp; Egmont Village. Both Inglewood and Egmont Village should be seen as suburbs of New Plymouth in the same way as Waitara, Bell Block and Oakura are, so we expect both Inglewood and Egmont Village should receive a level of service similar to say Waitara or Bell Block. Currently the timetable for Inglewood and Egmont Village follows the Connector pattern of four trips per day in three hourly intervals through weekdays and nothing on Saturday. Inglewood has the lowest incidence of using public transport reported through the 2018 New Zealand Census. It does not have a comparable public transport service as say Waitara and only one stop on Moa Street.</p> <p>Waitara receives an urban service from Tranzit. This involves six scheduled times (two hourly intervals) from Waitara to New Plymouth through the week. Starting at 7.10am, 9.13, 11, 1.15pm, 3.15 and 4.50 through Monday to Friday and a limited service on Saturday.</p> <p><b>Bus stops:</b></p> <p>Inglewood through the Connector Service has 1 stop at Moa Street.</p> <p>Egmont Village has a north-bound stop at the old shop and a south-bound stop just before the service station. Neither bus stop is sign posted nor provides any shelter. The bus pull off and parking area on both sides of SA3 is in a dreadful state with potholes and loose gravel.</p> <p>SH3 is not a safe road to cross for school children and elderly people. The infrastructure supporting the public transport service such as clearly demarcated bus stops and crossings would have to be improved to attract customers. Whilst there is an underpass to the east of the Egmont Road intersection with SH3, this is</p>	



## Officers Comments on the Regional Public Transport Plan

15. Graeme Sykes & Jono Burrows (on behalf of Inglewood Community Board)	Officers' Recommendations
<p>for access from the residential area of the Egmont Village directly to the primary school.</p> <p>Waitara have six stops within the Waitara township with two offering shelter.</p> <p><b>Inglewood Community Board Area:</b></p> <p>Inglewood Community Board area has a population of 8832 and is growing. Approximately half is located in the rural areas as lifestyle and farming blocks. 14% of people are over 65 and 20% are under 15 years. 46% of households have couples with children and 11% are one-parent families.</p> <p>Inglewood township has a population of 3543 and 41% of the population have a deprivation index of 6, where the index is from 1 to 10 with 10 being the most deprived.</p> <p>Unfortunately, Egmont Village population data is not easily available from the census.</p> <p>2018 Census Data for car ownership and transportation methods to work.</p> <p><b>The Strategies:</b></p> <p>We feel that Inglewood and Egmont Village should be included in the review for improved service levels as highlighted on appendix A of the draft plan.</p> <p>We appreciate the level of work and complexity in developing this plan. Changing behaviour is normally an extremely complex and often slow process. It is interesting how we have all pulled together on Covid and discovered the beauty of roads without high traffic volumes. We agree on your strategic responses (section 7) and feel that it is time to be bold, to create viable options, to adapt as we learn and create viable transport options that will change current transport behaviour and lead us into a new economically sustainable low carbon efficient transport system.</p>	<p>Recommendations:</p>

## Officers Comments on the Regional Public Transport Plan

15. Graeme Sykes & Jono Burrows (on behalf of Inglewood Community Board)	Officers' Recommendations
<p>We would appreciate being kept informed and working with the TRC and NPDC to enhance the Public Transport service levels in our area. We also require more research and information on the Public Transport system to provide indications of change and other KPIs for leading and promoting to our community to encourage change.</p> <p>Thank you for the opportunity to present to you today</p>	<p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>adds services to Inglewood and Egmont Village</u> as one of the specific service requests included in the draft Plan.</li> </ol>
16. Amanda Clinton Gohdes ( NPDC Councillor)	Officers' Recommendations
<p><i>What public transport enhancements should be considered in the regional service review proposed for later this year?</i></p> <ul style="list-style-type: none"> <li>- Increased frequency and routes for urban services;</li> <li>- Increased frequency for the connector service, particularly at peak times, to enable commuting;</li> <li>- Reduced fares for all users, in order to increase patronage.</li> </ul> <p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p> <p>Yes, and rather than cancel the service, instead increase investment to encourage patronage. Improving our public transport system is essential for maintaining and improving the liveability of our region, as well as ensuring we are lowering our emissions as a region.</p> <p><i>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</i></p>	<p>Comments and support noted.</p> <p>The removal of concession fares for cash paying passengers is to encourage greater uptake of the new Bee Cards. This reduces cash drivers are carrying on bus thereby improving their safety. As noted by the submitter we can confirm this does enable shorter boarding times and therefore a more reliable timetable.</p> <p>Any step change in funding will require full community support and that of central government and such willingness to pay will be tested through the Council's LTP process.</p>

## Officers Comments on the Regional Public Transport Plan

16. Amanda Clinton Gohdes ( NPDC Councillor)	Officers' Recommendations
<p>Concession fares should remain available for cash-paying passengers, as being able to access and navigate the use of a card may be an equity and access issue. Concessions could be tiered so that a certain amount of concession is available if paying cash, but that concession is increased if</p> <p>I am not clear from the consultation document what it would achieve to restrict concession fares to bus cards only. Presumably this is to enable shorter boarding times and therefore a more reliable timetable. However, this needs to be carefully balanced with meeting the needs of vulnerable users.</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p> <p>Reducing transport emissions overall should be a very high priority over the coming three years. I support a transition to low-emission buses, which will send a good signal to the community about our region's commitment to Taranaki 2050, and also reduce emissions.</p> <p>However, a larger reduction in emissions would come from making a major step change in the provision of public transport, which would reduce the emissions of private vehicles. If we are to meet the target of net zero carbon by 2050, we need to significantly reduce transport emissions, and the best way to do that is to have fewer vehicles on the road - which requires more public transport.</p> <p>Other issues:</p> <p>Comments on the Proposed Strategic Responses section (starting p28)</p> <p>In creating the 10-15 year structured development plan, and undertaking or participating in other strategic work, I encourage the Council to be bold, and create a plan for a major step change in public transport provision. This is crucial to encourage more patronage, take pressure off our roading networks, and reduce our carbon</p>	

## Officers Comments on the Regional Public Transport Plan

16. Amanda Clinton Gohdes ( NPDC Councillor)	Officers' Recommendations
<p>emissions. We have committed to reduce emissions as a region through Taranaki 2050, and we will soon be required to by Central Government through the Zero Carbon Act. We need to get ahead of these changes coming by making bold plans now.</p> <p>The plan discusses in a number of places that the investment required for a step change will be significant - and as a ratepayer, I am prepared to pay more rates in order for us to have a comprehensive public transport network.</p> <p>The current fare box recovery policy should be reviewed as part of this process, because the current policy will not allow for a significant improvement in services without a significant increase in fares. I encourage the Council to increase its subsidy of and investment into public transport, to drive higher patronage.</p> <p>I support the approach to work with other territorial authorities to ensure that good planning and integration is achieved, and any benefits of increased investments are maximised.</p>	<p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>makes</u> no changes to the drafted Plan.</li> </ol>
17. New Plymouth District Council	Officers' Recommendations
<p>The New Plymouth District Council would like to thank Taranaki Regional Council for the opportunity to submit on the Draft Regional Transport Plan 2021/2024. We support the provision of a public transport (PT) service that fulfils the PT vision of the Taranaki Regional Council.</p> <p>The matters raised in this submission intend to highlight the importance of delivering such a service and the measures New Plymouth District Council is willing to implement to progress towards this goal.</p> <p><b>Executive Summary</b></p>	<p>Comments and support noted.</p> <p>The Regional Council appreciates the opportunity to participate in the New Plymouth District Council's Integrated Transport Strategy. NPDC's submission signals a much-welcomed step change in collaborative partnership. The Council acknowledges NPDC's agreement with the <i>Problem Statements</i>. The council looks forward to commencing discussions in this space.</p>

## Officers Comments on the Regional Public Transport Plan

17. New Plymouth District Council	Officers' Recommendations
<p>NPDC has a vision that includes public transport as a critical component of an integrated transportation system in the region. High quality public transport, that is subsidised so that it is low cost, or even free at the point of use, should be one of the Region's strategic responses address the issues of:</p> <ul style="list-style-type: none"> <li>• Traffic congestion</li> <li>• Population growth</li> <li>• Climate change and mitigation of greenhouse gas emissions</li> </ul> <p>In order to achieve this, we believe that public transport services need to be high quality, high frequency daily services, with improved geographic coverage, that are accessible for all residents and a low-emissions fleet. These quality services would be supported by Council's Let's Go behavioural change programmes and high quality road infrastructure. These are factors we see necessary to improve the convenience of the PT service and motivate a modal shift away from private transport.</p> <p>An improved PT system will serve a number of outcomes:</p> <ul style="list-style-type: none"> <li>• Reduction traffic congestion</li> <li>• Mitigating greenhouse gas emissions</li> <li>• Improved community health and wellbeing</li> <li>• Community connectivity and accessibility</li> <li>• Community resilience</li> </ul> <p>The enhancements discussed in this submission should be a central part of both the proposed review and finalised version of this Regional Transport Plan.</p> <p>NPDC seeks the following changes to the Plan:</p> <ul style="list-style-type: none"> <li>• An acknowledgement that quality and high frequency Public Transport leads and has to come before patronage not the other way around.</li> </ul>	

## Officers Comments on the Regional Public Transport Plan

17. New Plymouth District Council	Officers' Recommendations
<ul style="list-style-type: none"> <li>NPDC is keen and willing to invest early in improving the quality, frequency and geographical coverage as well as increasing the level of subsidy to reduce the cost at the point of use. We see our combined investment in PT services as a strategic alternative to building more infrastructure to accommodate population growth as well as mitigating climate change.</li> <li>An acknowledgement that greater PT investment will result in significant transportation infrastructure savings and therefore lower costs over the long-term for our community</li> <li>A policy that TRC will provide PT services that are responsive to population and business growth.</li> </ul> <p><b>Strategic Alignment</b></p> <ul style="list-style-type: none"> <li>Taranaki 2050 Infrastructure and Transport TPAP</li> <li>Government Policy Statement 2018</li> <li>Government Policy Statement 2021</li> <li>Local Government Act 2002</li> <li>Land Transport Act 2003</li> <li>Climate Change Response (Zero Carbon) Amendment Act 2019</li> </ul> <hr/> <p><b>Section 4 Strategic Case</b></p> <p>NPDC agree problems one, two and three are the main barriers preventing PT use. Specific to the Citylink service, the limited coverage and frequency of the service, the cost and the car-focused investment all contribute to the comparative convenience of private transport. A strategy to resolve these issues includes a PT service that gets people where they want to go at a reasonable cost - a vision that provides strong case for NZTA investment.</p>	

## Officers Comments on the Regional Public Transport Plan

17. New Plymouth District Council	Officers' Recommendations
<p>NPDC believe the best way to create a shift to PT is to first provide the service that fits the vision. This indicates strong commitment to the project and provides better cause for NZTA investment. This is supported by the specific service requests listed in the draft Plan and the needs indicated by participants in the Taranaki 2050 Infrastructure and Transport workshops (see Appendix A.).</p> <p><b>Section 6.11 Infrastructure</b></p> <p>Being responsible for the District's transport infrastructure, NPDC are open to collaborate on policies 10.3 and 11.1.</p> <p>NPDC sees the biggest priorities in improvements that will increase the uptake of the services (e.g. bus lanes, appropriate number of attractive bus stops, provision of park-and-ride facilities etc.). These measures would improve the competitiveness of PT compared to the private alternative. The rapid roll out of BeeCard would complement this through improved boarding times. In the immediate term, NPDC has already put in place additional measures to clean up and maintain the existing bus shelters to provide a healthy environment for users to enjoy.</p> <p>NPDC is driven to invest early in supporting bus infrastructure if TRC is prepared to do the same in improving the quality, frequency, geographical coverage of PT, alongside increasing the subsidy of fares. A simultaneous roll out of the two is the most effective approach to maximising the likely gains. This aligns with actions in the Infrastructure and Transport TPAP for Taranaki Roadmap 2050.</p> <p><b>Economic Case</b></p> <p>As per the service requests in the draft plan, the public demand PT as an artery to connect key service centres around the district, including residentially-sited shopping</p>	

## Officers Comments on the Regional Public Transport Plan

17. New Plymouth District Council	Officers' Recommendations
<p>centres, supermarkets, Taranaki Base Hospital, New Plymouth Airport, medical centres and extended service levels in Waitara, Bell Block and New Plymouth. This would provide communities with better access to employment, education and health care opportunities.</p> <p>Increasing the frequency, access and coverage of PT will increase its cost. NPDC agree this must be carefully considered. The growing population and increased use of private transport significantly increases the costs of roading infrastructure. This is passed onto the ratepayer. The provision of an improved PT system would relieve the pressure on roading. NPDC would rate less and infrastructure funding can be redeployed to service the PT network. In short, this would result in a significant reduction in the overall cost of the transportation network to the community, resulting in a long-term reduction in rates take across the region.</p> <p>Providing PT at zero or low cost would mean an increase in other funding sources to recover the revenue from fare box recovery (approx. 1/3). Less the redeployed funds from infrastructure, a small increase in TRC rates will be required. Further investment from Waka Kotahi on the delivery a frequent, low cost and green network could further supplement this loss. NPDC would be willing to commit to show ratepayers how this upfront investment reduces infrastructure costs into the future.</p> <p>The proposed case could create a net decrease in costs for ratepayers with a free PT network.</p> <p><b>NPDC Integrated Transport Strategy</b></p> <p>The strategy will take a systems approach to transport connectivity across the District. The multi-modal review will factor in private, public and active forms of transport and how this integrates with land-use planning, infrastructure and the Let's Go behavioural change programme. The strategy will future plan against the problems associated with steady population growth and climate action. A critical success factor in the strategy is</p>	



## Officers Comments on the Regional Public Transport Plan

17. New Plymouth District Council	Officers' Recommendations
<p>the provision of a high frequency, high coverage, low cost and low emission PT network. This will serve a number of issues:</p> <p><b>Population Growth</b></p> <p>The New Plymouth population is growing at approximately 1,000 residents per year. Considering the historical increase in private transport use, this indicates a significant increase in private vehicles on our roads. Without the provision of the frequent, low-cost PT service, congestion in the district will increase and may facilitate urban sprawl. An improved PT network would ameliorate congestion issues and incentivise living closer to central hubs.</p> <p>NPDC also considers the PT service needs to be more responsive to population growth. Population growth is not consistent across the district, but rather centred in some areas. Bell Block is a particularly fast growing part of the district, with a population that now exceeds that of Waitara, and is forecast to exceed Hawera by around 2030. Bell Block is also a fast growing employment centre, with a high number of commuters heading into Bell Block each day. Further, New Plymouth Airport has had significant passenger number growth in recent years (although Covid-19 has clearly impacted on this temporarily). However, the Bell Block service has not changed to reflect the opportunities this growth provides to improve PT services. This places pressure on NPDC and Waka Kotahi to upgrade intersections and SH3 access at significant cost to ratepayers. Other areas with high population growth include the southern areas of New Plymouth City, and PT services to those areas also require PT service reviews.</p> <p><b>Land Use</b></p> <p>NPDC is open to the collaboration in the development and planning of urban areas, according to Objective 2.3 and to cater for a higher frequency of PT. The existence of such an improved PT network will be a major influence in future land use planning and solving around an urban sprawl.</p>	<p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their detailed submission.</li> <li>2. <u>agrees</u> to make the suggested changes to the plan as follows:</li> </ol>

## Officers Comments on the Regional Public Transport Plan

17. New Plymouth District Council	Officers' Recommendations
<p><b>Emission Reduction</b></p> <p>Transport is the third highest emitter in the District. Successfully motivating a modal shift to PT will significantly reduce our transport-related emissions. However, the Vehicle Emission Standards in the Waka Kotahi's Requirements for Urban Buses are too lenient. Complying with these standards may not be sufficient to meet net zero emissions by 2050 as set out by the Zero Carbon Act, 2019. Alongside this modal shift, research and implementation of an alternatively fuelled PT fleet should therefore be a priority. Providing a strong transitional plan to alternatively fuelled vehicles may provide reason for increased Waka Kotahi Investment through the two of the Strategic Priorities of the GPS 2021: Better Travel Options and Climate Change.</p> <p><b>Community Resilience</b></p> <p>The provision of the improved PT service would enable greater participation in the services and foster stronger connections in the community. Improved connectivity will be met with the complimentary infrastructure.</p> <p>These benefits strongly align with those described in Section 5 of the draft Plan and further support the case to increase the PT network. While this may come with an added cost, NPDC believe the net benefits are far greater. Taking a bold, innovative and forward thinking approach to the next 10 years will place Taranaki as a leader in future planning and stimulate the social, environmental and economic well-being of our communities.</p> <p>NPDC looks forward seeing to the final Taranaki Regional Public Transport Plan.</p>	<ul style="list-style-type: none"> <li>• Acknowledges that 'quality and high frequency public transport leads' has to come before 'patronage' not the other way around.</li> <li>• notes NPDC is keen and willing to invest early in improving the quality, frequency and geographical coverage as well as increasing the level of subsidy to reduce the cost at the point of use. Noting our combined investment in PT services as a strategic alternative to building more infrastructure to accommodate population growth as well as mitigating climate change.</li> <li>• acknowledges that greater public transport investment will result in significant transportation infrastructure savings and therefore lower costs over the long-term for our community.</li> <li>• includes a policy that Council will provide PT services that are responsive to population and business growth.</li> </ul>

## Officers Comments on the Regional Public Transport Plan

18. Thomas Emerson	Officers' Recommendations
<p><i>What public transport enhancements should be considered in the regional service review proposed for later this year?</i></p> <p>Increasing advertising revenue generation, offering more ticketing options to increase/better generate revenue, invest in hydrogen and investigate light rail as an alternative transport option.</p> <p><i>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</i></p> <p>No</p> <p><i>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</i></p> <p>Discounts should be offered to people buying bulk fares - as seen in Europe. Cash payments should be full price, so should single fares</p> <p><i>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</i></p> <p>Without question. Failing to do so shows a lack of faith in technology which Taranaki has committed to being a leader in over the coming decades. If NPDC doesn't invest in hydrogen then why should the Council expect others?</p> <p>The matters raised in this submission intend to highlight the importance of delivering such a service and the measures New Plymouth District Council is willing to implement to progress towards this goal.</p>	<p>Comments noted.</p> <p>Advertising revenue is actively encouraged and highly sought after by advertisers on both Citylink and Connector services.</p> <p>With the introduction of the new Bee Card ticketing system the ability to offer new fare structures such as fare capping will be investigated.</p> <p>Note: It is the Taranaki Regional Council, not NPDC, that is responsible for providing bus services and will be investigating decarbonisation of buses.</p> <p>Recommendations:</p> <p>That the Taranaki Regional Council:</p> <ol style="list-style-type: none"> <li>1. <u>thanks</u> the submitter for their submission</li> <li>2. <u>makes</u> no changes to the drafted Plan</li> </ol>

Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 23, 2020 6:40 pm
Browser:	Chrome Mobile 84.0.4147.89 / Android
IP Address:	115.189.135.152
Unique ID:	666546045
Location:	-37.916698455811, 175.31669616699

## Your details

<b>Name</b>	Elaine Jamieson
<b>Address</b>	12 Dixon street Oakura , New Plymouth 4314
<b>Email</b>	supergrandmaelaine@gmail.com
<b>Phone</b>	0273612114
<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	No

## Your submission

<b>What public transport enhancements should be considered in the regional service review proposed for later this year?</b>	Reinstating oakura commuter service for workers .previously we could catch a 7.45am bus in and a 5.30 bus home
<b>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</b>	Yes in the case of Oakura. Give it another chance to become established.
<b>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</b>	Yes



## Kay McAlpine

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**From:** Brittany Ryan <brittm13@icloud.com>  
**Sent:** Tuesday, 22 September 2020 1:32 PM  
**To:** Transport  
**Subject:** Submission on the Taranaki Regional Public Transport Plan

Hi NP Transport team,

Happy Car Free Day! What if we could divert heavy truck traffic away from the main commuter routes that lead into town? This could help keep our roadways safer for all commuters.

*I biked from Endeavor to Cook Street where I drop my son off to kindy, then to St. Aubyn street via Lawry and then turned left at the lights before town, rode along the walkway and then to the end of Buller street. Finally to Centre city for a coffee and then home again.*

This is my usual route with my 2 year old daughter who sits comfortably (she falls asleep sometimes) in the chair on the back. It's an ebike and I travel about 25 - 35 km per hour. Ebiking got me through morning sickness when I was pregnant with her, and now it's my preferred mode of transport. I love biking!

Today, however, I'm feeling a little uneasy for the first time on our roadways. So I thought to myself, maybe I will share my experience with your team in hopes of adding some insight to your future planning of our roadways.

I understand this is not bus related, but I hope you will consider a solution and map out a future plan for this opportunity to improve public transportation.

**IDEA: Divert Heavy Truck Traffic away from St. Aubyn Street and Devon Street - create an alternative route outside of the city limits, which can be redefined according to people per capita.**

Thank you for your kind and thoughtful consideration,

Brittany



Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 22, 2020 11:46 pm
Browser:	Chrome 85.0.4183.102 / Windows
IP Address:	219.89.194.47
Unique ID:	666122995
Location:	-36.887199401855, 174.77090454102

## Your details

<b>Name</b>	Jamie Silk
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<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	No

## Your submission

**What public transport enhancements should be considered in the regional service review proposed for later this year?**

With 20% of NZs carbon emissions from transport and a need to make a big impact in 10 years (IPCC) we need a transformational public transport policy. More buses will help, but is unlikely to be sufficient. Public transport investment needs to consider strategies that drive radical behaviour change including additional barriers to single person use of private cars, integrating bus services with multi-modal options including for instance car sharing as a flexible complement to infrequent bus services or supporting active transport options like biking in an integrated way, aggressively supporting digital and service innovation in the region (such as the link app for car sharing) and a structured programme that supports, incentivises and rewards behaviour change. We must intentionally and innovatively engineer the transition.

**Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?**

With 20% of NZs carbon emissions from transport and a need to make a big impact in 10 years (IPCC) we need a transformational public transport policy. Keeping rarely used buses will only help if public transport investments include strategies that drive radical behaviour change including additional barriers to single person use of private cars, integrating bus services with multi-modal options including for instance car sharing as a flexible complement to infrequent bus services or supporting active transport options like biking in an integrated way, aggressively supporting digital and service innovation in the region (such as the link app for car sharing) and a structured programme that supports, incentivises and rewards behaviour change.



**Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?**

If it saves significant \$s for better investment in services then card only.

**Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?**

The strategy must intentionally, innovatively and aggressively engineer reducing vehicle KM travelled (VKMT) first. If a new bus is needed, sure get an EV but this is not the answer.

I have not modelled EV buses but a simple model of EV car transition at 16% p.a. (and no other change from trend) shows that we only reduce cumulative greenhouse gases by 5% in 2050 - barely scratching the surface of what is needed because of the high embedded carbon in new vehicles. I suspect a similar story in buses.

Cutting VKMT 10% p.a. has many times this impact.

**Other issues**

With 20% of NZs carbon emissions from transport and a need to make a big impact in 10 years (IPCC) we need a transformational public transport policy. More buses will help, but is unlikely to be sufficient. Public transport investment needs to consider strategies that drive radical behaviour change including additional barriers to single person use of private cars, integrating bus services with multi-modal options including for instance car sharing as a flexible complement to infrequent bus services or supporting active transport options like biking in an integrated way, aggressively supporting digital and service innovation in the region (such as the link app for car sharing) and a structured programme that supports, incentivises and rewards behaviour change.

We must intentionally and innovatively engineer the transition.

Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 16, 2020 4:49 pm
Browser:	Firefox 80.0 / Windows
IP Address:	151.210.244.6
Unique ID:	662332285
Location:	-41, 174

## Your details

<b>Name</b>	Dr Stuart Jeanne Bramhall
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<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	No

## Your submission

<b>What public transport enhancements should be considered in the regional service review proposed for later this year?</b>	<p>1. Bus service in and around New Plymouth continues to be more expensive, especially for women with children, than driving (including parking costs). In other parts of the world low cost, accessible public transport continues to be one of the most important strategies for fighting climate change - mainly owing to its potential to take fossil fuel vehicles off the road. Unfortunately public transport will never working as an emissions reduction strategy in Taranaki, so long as it's cheaper to use a car. The regions that have been most successful in this area have found some way other than passenger fares to fund public transport. A growing number of planners argue that only making public transport free will increase ridership to the point it significantly reduces carbon emissions.</p> <p>2. Buses on major routes also need to run more frequently on major routes to increase ridership - ideally once an hour or more frequently.</p> <p>3. There needs to be regular daily service between New Plymouth and Opunake.</p>
<b>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</b>	Yes. However if there are consistently very few riders, Council should look at deploying smaller vehicles less frequently. Council could also work with employers to encourage/subsidize them to provide transport for shift workers.
<b>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</b>	Public transport needs to be free if we're serious about increasing uptake.

**Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?**

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I think increasing ridership should be a higher priority.

Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 17, 2020 1:29 am
Browser:	Firefox 80.0 / Windows
IP Address:	202.61.115.134
Unique ID:	662501630
Location:	-41, 174

## Your details

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<b>Address</b>	25 Dawson St New Plymouth
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<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	No

## Your submission

**What public transport enhancements should be considered in the regional service review proposed for later this year?**

The Taranaki region has co-designed a vision of a low-emissions, sustainable, enterprising and inclusive region by 2050. The infrastructure and transport vision included the statements of:

"The passenger vehicle and roading system in 2050 looks totally different to 2019. There are fewer private cars - use has decreased as public transport options are abundant (autonomous vehicles, electric buses) and digital connectivity has increased."

"In 2050, Taranaki has accessible, safe, low-cost, and low-emissions transport options for most people in the region - including people in rural communities, people with special transport requirements (such as the elderly or those less able) and for visitors to the region."

Venture Taranaki, on behalf of the Taranaki 2050 programme supports all changes that:

- Promote public transport as a low-emissions form of transport
- Assist the transport disadvantaged, and builds inclusivity.

**Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?**

As above, Venture Taranaki, on behalf of the Taranaki 2050 programme supports actions that improve inclusivity. Isolation is a significant problem for a number of people who are transport disadvantaged, and it's important some kind of service is provided.

We note the TRC is monitoring Timaru's MyWay on-demand public transport service trial, and these kinds of services may help in providing a more cost efficient method. We also note a number of ride sharing apps that have been set-up that could have potential. We support the TRC looking at innovative solutions, particularly as technology evolves.

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**Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?**

We have no comment on this matter.

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**Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?**

Venture Taranaki, on behalf of the Taranaki 2050 programme, strongly supports the transition to low-emissions buses being a priority over the next three years.

The Taranaki region has co-designed a vision of a low-emissions, sustainable, enterprising and inclusive region by 2050. The infrastructure and transport vision included the statements of:

"The passenger vehicle and roading system in 2050 looks totally different to 2019. There are fewer private cars - use has decreased as public transport options are abundant (autonomous vehicles, electric buses) and digital connectivity has increased."

"In 2050, Taranaki has accessible, safe, low-cost, and low-emissions transport options for most people in the region - including people in rural communities, people with special transport requirements (such as the elderly or those less able) and for visitors to the region."

A key action from the Infrastructure and Transport Transition Pathway Action Plan was prioritising low impact/ low emissions transport. This recognises the need to have an integrated approach, as the Draft Public Transport Plan clearly details.

The benefits of transitioning to a low-emissions buses include:

- Being part of an overall change project for Taranaki to move to lowering emissions, with transport being a sizeable contributor of emissions to Taranaki and New Zealand.
  - The potential to use hydrogen as an alternative fuel, which aligns with a range of hydrogen developments being led by Taranaki companies.
  - The potential cost savings in the long term of alternative fuels, particularly if policy settings change, and the potential to seek central government assistance to fund the transition.
-

Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 20, 2020 1:34 am
Browser:	Safari 14.0 / OS X
IP Address:	158.140.229.15
Unique ID:	663608010
Location:	-37.060901641846, 174.96560668945

## Your details

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<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	No

## Your submission

<b>What public transport enhancements should be considered in the regional service review proposed for later this year?</b>	Improve route timetable to Taranaki Base Hospital to enable hospital staff to arrive at work in time for start of shift - cleaners - 0600 and nursing staff 0700 Monday to Friday
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Submission on Regional Public Transport Plan 2020 to 2030 (Draft)

### Climate Change

This submission is concerned very much with the continuing and alarming climate change which has been gathering pace for many years. All levels of government, national, regional and district can choose to give a greater or lesser weight to climate change in their decisions. It is my hope that the Taranaki Regional Council will give much greater attention to climate change and will act accordingly.

The climate change problem has occurred due to our massive exploitation of fossil fuels. Our modern economy depends on consumption of fossil fuels; coal, oil and gas. In order to avoid catastrophic global heating there is an urgent need to transition from a fossil fuel (carbon) economy to an economy where our energy supplies are free of carbon dioxide emissions.

Transportation, including the use of motor vehicles, is a major contributor to climate change because virtually all motor vehicles run on petrol or diesel, thereby producing vast amounts of carbon dioxide. The global heating effect due to increased levels of carbon dioxide in the atmosphere is a fact, not just a theory put forward by Greenies or left wingers.

### The Future of Cars

The logical future for motor cars is for electric vehicles to supersede internal combustion engine (ICE) vehicles. There are at least two problems with the transition from ICE vehicles to electric vehicles. Firstly there is the present high cost of electric vehicles, although the cost ratio of electric to ICE may reduce as technology advances. Secondly there is the fact that cars remain useable for more than 20 years and near full replacement with electric vehicles will take at least 20 years.

The relative slowness of any transition from petrol to electric vehicles is an important reason for a much greater use of public transport. If, by whatever means, a far larger number of people can be persuaded to leave their cars at home and take a bus to town or to work then there will be various desirable consequences. Firstly and importantly, the emissions of carbon dioxide will reduce. Secondly, there will be fewer cars on the road and a reduced need for roading expenditure. Thirdly we can expect that transportation costs overall will reduce, to the benefit of both the bus users and the roading authorities.

The obvious rebuttal of the above reasoning is “how will it be possible to achieve a much higher use of buses?” My serious suggestion is **free buses**. It is time to consider the provision of bus services free of charge to all users.



### **Free Bus Services**

In talking about free buses it is intended that the cost will be carried by some combination of ratepayer and taxpayer funding. By a combination of free buses, public education and perhaps some added inconvenience for car users, we can hope for substantial increases in bus use. Car use may be discouraged by increased fuel taxes, carbon charges, parking restrictions and possibly simple social pressure. The modern unpopularity of smoking in public is an example of how social values can change within one generation. These measures could lead to more frequent bus services and even greater use by the public as the bus service becomes increasingly attractive.

At the very least, free buses is an idea which needs serious consideration and perhaps a trial run for 12 months with funding support from central Government. A logical starting point would be a staff study to quantify the impact on ratepayers, followed by a public opinion survey.

### **The Existing Bus Services**

Leaving aside the issue of free buses there are several comments on the existing urban services in New Plymouth, Bell block and Waitara.

Looking at the urban services timetable and map it is clear that the services to Bell Block and Waitara are very poor with only 6 buses per day compared with 13 or 14 in the City area. The residents in Bell Block and Waitara are perhaps more likely to be economically disadvantaged and therefore should be provided with a bus service at least as frequent as the New Plymouth services.

In New Plymouth there is an inadequate provision of bus shelters. We have a cold wet climate for much of the year and bus use will be encouraged (or less discouraged) if many more shelters are provided. A desirable target would be to provide bus shelters at not less than every third bus stop. By comparison, the existing number 7 bus route, after leaving the Courtenay St / Eliot St intersection has only 5 bus shelter and approximately 21 stops. With a "one third" density a further 2 bus shelters would be provided. Certainly, the proposed new bus stop at the Puketotara St / Heta Rd corner should have a bus shelter. It is a relatively well used bus stop and is a long way from the closest existing bus shelter in either direction.

It is past time that the TRC introduced at least one or two electric buses to the urban bus fleet. While well used buses are more fuel efficient than cars, the best environmental result will be that all buses are electric within the next 10 years.

Submission by Colin Bell - New Plymouth - colinbellnz@gmail.com

Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 20, 2020 11:29 pm
Browser:	Chrome 85.0.4183.102 / Windows
IP Address:	125.238.125.208
Unique ID:	663816860
Location:	-39.051998138428, 174.11909484863

## Your details

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<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	No

## Your submission

<b>What public transport enhancements should be considered in the regional service review proposed for later this year?</b>	<p>We need to advocate policies that consider climate resilience and empower communities and drastically reduce greenhouse emissions by encouraging use of public transport through increasing and extending bus services within New Plymouth and connector services. We need to reduce private car ownership and reduce congestion in our CBD. Public transport needs to be easy to use, efficient and accessible for everyone including workers, students, elderly, disabled.</p> <p>Increase bicycle safety with more lanes, including a separate bike lane on the coastal walkway, more bicycle lock up racks and support from bus drivers to carry bicycles.</p> <p>Look towards electrifying buses</p> <p>Re-examine electric kiwirail for freight and passenger connecting New Plymouth to Auckland and Wellington.</p> <p>Re-examine use of rail in Taranaki for both heavy freight and passenger. This would reduce heavy truck traffic between New Plymouth and Auckland/Wellington which has doubled</p>
<b>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</b>	Yes, we need to keep the existing services at the very least and try to encourage use of public transport by increasing services that are accessible to workers, including a later evening service and weekends.

<b>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</b>	Good to encourage use of Bee cards but not to discourage public transport use if a person can only use cash for whatever reason.
<b>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</b>	Yes- BEV's, not hydrogen fuel cell vehicles. A major new study from researchers at The University of Queensland warns that hydrogen fuel cell vehicles will likely have three times the emissions of battery electric vehicles. Hydrogen fuel cell cars have three times ... <a href="#">thedriven.io › 2018/11/15 ›</a>
<b>Other issues</b>	I am concerned about the proposed Mt Messenger SH3 bypass road that will encourage the continuation of high use heavy truck traffic and the increase in emissions. It makes more sense to significantly reduce greenhouse emissions to re-open the kiwi rail that was closed in 2009 between Taranaki and Waikato. This could connect with the main trunkline Hamilton to Auckland.

Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 23, 2020 1:41 am
Browser:	Firefox 80.0 / Windows
IP Address:	122.62.13.91
Unique ID:	666144049
Location:	-39.072498321533, 174.05540466309

## Your details

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<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	Yes

## Your submission

<b>What public transport enhancements should be considered in the regional service review proposed for later this year?</b>	<p>Increased frequency, reach and reliability of services.</p> <p>Consider trialing and potentially introducing more flexible or on-demand services, in small vehicles like mini-buses.</p>
<b>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</b>	<p>Yes, it is the community's expectation to have adequate public services provided to ensure accessibility for those who are in need, both in rural and urban areas.</p> <p>The poor number of users reflect the inadequate services notably frequency and route design.</p> <p>Consider using minibuses for small populations while maintaining or increasing frequency of services. It is better to have smaller vehicles which are cheaper to run, less polluting, less damaging to roads, but with greater flexibility.</p>
<b>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</b>	Yes

**Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?**

Yes, there's already a range of electric shuttle vans and even buses operating in the country.

e.g. Zealandia offers free electric shuttle buses for visitors:

<https://www.visitzealandia.com/Visit>

e.g. Auckland electric airport bus:

<https://www.stuff.co.nz/auckland/108950332/auckland-extends-electric-bus-trial-to-airport>

e.g. Christchurch electric buses that can go 250km on a charge:

<https://www.redbus.co.nz/about/electric-buses/>

Low emission buses or minibuses should always be considered over and above diesel buses when introducing new services to natural areas such as access to the national park.

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**Other issues**

One huge opportunity and indeed obvious gap in the draft plan is rail. We have railway lines sitting idle in the region. Serious consideration must be put into restoring rail services and electrifying them to provide accessibility for all, incentives to ditch the car and opportunities to reduce transport emissions.

In terms of council's proposed strategic responses, I strongly support working closely with NPDC on their Integrated Transport Strategy which incorporates considerations into existing and planned landuse and infrastructural development.

I was on the free minibus 45 offered by NPDC and Withers Coachline on 22 Sept and was thoroughly satisfied with the trial on-demand service. It is obvious that people are wanting to contribute to climate action and community building, but driving less and using public transport.

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Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 24, 2020 5:21 am
Browser:	Chrome 76.0.3809.110 / Windows
IP Address:	101.98.30.251
Unique ID:	666669404
Location:	-41, 174

## Your details

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<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	No

## Your submission

<b>What public transport enhancements should be considered in the regional service review proposed for later this year?</b>	Re-instate the Okato-Oakura-NP bus service PLEASE Increase bus frequency to make the service more convenient. Vary bus size depending on the popularity of the route. More promotion and advertising - social media. Consider putting on a Saturday and late night service to outlying towns around NP.
<b>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</b>	Yes, they could vary bus size depending on number of expected users use an 'on demand' booking service
<b>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</b>	Yes, discounts should be for everyone to encourage more people to use the service
<b>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</b>	yes, climate change is real. Moving to low emission buses will future proof the service and encourage people to use. Its a good selling point and adds a feel good factor. Also. makes the region look progressive and ahead of the game
<b>Other issues</b>	Promotion needs to utilise social media and latest platforms to encourage a wide range of users.



Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 24, 2020 5:28 am
Browser:	Firefox 80.0 / Windows 8.1
IP Address:	203.94.32.241
Unique ID:	666670661
Location:	-37.668598175049, 176.26640319824

## Your details

<b>Name</b>	Kathryn Mercer
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<b>Phone</b>	0210510053
<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	No

## Your submission

<b>What public transport enhancements should be considered in the regional service review proposed for later this year?</b>	Reduce the fares charged to encourage more uptake.
<b>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</b>	So long as the populations in those areas are not decreasing, yes.
<b>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</b>	Remain available.
<b>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</b>	<p>YES! Preferably electric. Not fossil based hydrogen. The climate crisis is accelerating: we need to transition urgently. One of the TRC roles is to look after the environment - please lead by example.</p> <p>Other benefits of moving to electric:</p> <p>Less polluting = better health outcomes</p> <p>Fewer moving parts = less maintenance</p> <p>More locally resilient system = we (NZ) produce and use the fuel in the area where it is used.</p> <p>Quieter = better for the people living on the routes, plus improves ease of communication between passengers, encouraging greater connection between community members.</p> <p>Passengers get the feel-good experience of lowering carbon emissions, empowering us in the face of a large crisis.</p>



**Other issues**

As the population ages we're going to have even more incontinent passengers. The smell of pee is off-putting. Are there better ways of dealing with 'accidents' - more quickly cleaning up and dealing to the smell?

Can we reduce the amount of verbal abuse between passengers, particularly youth?

In NP city, could we have more coverage at lunch time - currently a large gap.

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Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 24, 2020 2:42 pm
Browser:	Firefox 80.0 / Linux (Ubuntu)
IP Address:	202.180.104.160
Unique ID:	666927959
Location:	-36.86669921875, 174.76669311523

## Your details

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<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	Yes

## Your submission

<b>What public transport enhancements should be considered in the regional service review proposed for later this year?</b>	<p>I support expanding the public transport network in Taranaki.</p> <p>We need a network that is inter-connected, has frequent services and is promoted through a hip and cool marketing campaign that focuses on getting everyone back to regularly using public transport.</p> <p>The goal ought to be that using public transport is the norm. While this is difficult, it is hears and minds campaign and should be funded properly.</p> <p>I would like the Oakura bus re-instated and the service expanded to Okato.</p>
<b>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</b>	Yes.
<b>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</b>	Concession fares should remain available.
<b>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</b>	Yes, of course.





Taranaki Regional Council

Private Bag 713

Stratford 4352

25 September 2020

Submission on the Taranaki Regional Public Transport Plan

Email: [transport@trc.govt.nz](mailto:transport@trc.govt.nz)

Submitter Details

Taranaki Public Health Unit

Taranaki District Health Board

Private Bag 2016

New Plymouth 4620

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Health Centre**  
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**Waitara Health Centre**  
Telephone 06 754 7150

**Mokau Health Centre**  
Telephone 06 752 9723

### **We do not wish to speak in support of our Submission.**

The Taranaki Public Health Unit (Taranaki PHU) welcomes the opportunity to submit on the draft Taranaki Regional Public Transport Plan 2020-2030.

Taranaki PHU is one of 12 public health units providing public health services across Aotearoa/New Zealand. We provide a range of services with a focus on promoting health equity (the best possible health and wellbeing outcomes for everyone) and protecting communities against public health hazards.

Taranaki PHU is committed to creating a fairer society where everyone has the opportunity for good health, and where our societal systems consider the needs and aspirations of Māori as tangata whenua and work in partnership with Māori through the application of Te Tiriti o Waitangi articles and principles.

Taranaki PHU supports the provision of accessible and affordable public transport. Public transport is an essential service providing non-drivers (such as the elderly, young people, people with physical disabilities or people who cannot afford a car) with the ability to access employment and social opportunities, engage in community activities and access essential needs (such as healthcare or shopping).<sup>1</sup> There are clear health benefits associated with public transport use including increased physical activity, increased social contact,

<sup>1</sup> New Zealand College of Public Health Medicine. (2018). NZCPHM Transport Policy Statement. Wellington: NZCPHM, 2018.  
[https://www.nzcpm.org.nz/media/124042/2018\\_11\\_20\\_nzcphm\\_transport\\_policy\\_statement\\_final.pdf](https://www.nzcpm.org.nz/media/124042/2018_11_20_nzcphm_transport_policy_statement_final.pdf)





and improved mental health, as well as environmental benefits of reduced congestion and emissions.<sup>2</sup> Providing a high quality public transportation system that runs frequently is associated with increased use.<sup>34</sup>

The use of public transport as a mode choice is associated with increased physical activity. This is due to the active transport component generally required when using public transportation.<sup>5</sup> A 2018 study in the UK showed that:

1. People who use public transport on average add approximately 20 minutes of physical activity to their day, associated with the active transport component of public transport, and
2. One in three public transport users met the target of 30 minutes of physical activity daily.<sup>6</sup>

Public transport provision is also associated with increased health equity.<sup>7</sup>

### **Response to Questions:**

#### **What public transport enhancements should be considered in the regional service review proposed for later this year?**

We believe that there should be two main types of enhancements – (1) strategies that reduce barriers to the use of public transport and aim to improve the bus rider experience and (2) enhancements that increase the availability and coverage of public transport.

In particular we support enhancements that will contribute to increasing equity including:

- Accessible buses on all services
- Increased routes serving rural areas
- Increased routes in areas where there is identified need (e.g. where car ownership rates are lower or there is a higher proportion of people who may not drive)
- Increased services that facilitate access to essential services, such as healthcare
- Expanded weekend services to increase access to recreational activities as well as for people who utilise buses to travel to work in the weekends.
- Services that are designed for older people – see Table 1.

<sup>2</sup> Litman, T. (2018). Evaluating Public Transportation Health Benefits. Victoria Transport Policy Institute for The American Public Transportation Association. <https://www.vtpi.org>

<sup>3</sup> Mackenbach, J.D., Randal, E., Zhou, P. & Howden-Chapman, P. (2016). The influence of urban land-use and public transport facilities on active commuting in Wellington, New Zealand: Active transport forecasting using the WILUTE Model. *Sustainability* 2016;8(242).

<sup>4</sup> Litman, T. (2018). Evaluating Public Transportation Health Benefits. Victoria Transport Policy Institute for The American Public Transportation Association. <https://www.vtpi.org>

<sup>5</sup> Mackenbach, J.D., Randal, E., Zhou, P. & Howden-Chapman, P. (2016). The influence of urban land-use and public transport facilities on active commuting in Wellington, New Zealand: Active transport forecasting using the WILUTE Model. *Sustainability* 2016;8(242).

<sup>6</sup> Patterson, R., Webb, E., Millett, C. & Lavery, A.A. (2018). Physical activity accrued as part of public transport use in England. *Journal of Public Health* 2018;41(2).

<sup>7</sup> Hosking, J., Mudu, P. & Dora, C. (2011). Health in the green economy: health co-benefits of climate change mitigation- transport sector. World Health Organisation. <https://www.who.int/publications/i/item/9789241502917>



Implementing initiatives to challenge the belief that buses are only used by people who are 'disadvantaged' or have no other choice, especially when there is relatively high vehicle ownership and a generally 'private car friendly' environment (free parking, limited congestion), is an important factor in increasing use of public transport. It is, therefore, recommended that the Council include in their objectives a goal of improving the perception of public transport to make it a more attractive mode choice. Strategies to increase use of public transport may need to also include strategy to decrease the attractiveness, convenience and social status of using the private car.<sup>8</sup>

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<sup>8</sup> Steg, L. (2003). Can Public Transport compete with the private car? *IATSS Research* 2003;27(2).

**Table One – General requirements of public transport for older people <sup>9</sup>**

**Table 1** General requirements of public transport for older people - taking bus as the example (see GOAL D4.1., 2012, and the references therein)

Issue		Requirements
Accessibility	Bus	Low floor buses Kneeling facility Handrail Priority seating Wheelchair space
	Bus stop	Information (preferably real time information) Audible announcement facility for visually impaired person) Visible and well lit location Clean and protection from rain and sun Provision of seating facilities
	Bus stop approach	Well maintained of footpath to bus stop Level or low gradient footpath Good crossing facility (Signalled crossing, kerbed island at crossing) Lower traffic speed
Affordability		Provision of concessionary fares Ease of use Transferable and flexible tickets Simple fare structure
Availability		Services connecting residence to place of interest (e.g. shopping centre) Demand responsive transport
Acceptability	Safety	Safe approaches to bus stop Safe bus stop location Priority seats Provision of grab rails
	Information	Provision of visual and audio announcement at bus stop Provision of route information displayed at bus stop Use of large font and sufficient details Provision of help point Easily understandable timetable
	Driver attitude	Good attitudes towards older people Driving behaviour (e.g. pulling close to the kerb and smooth acceleration/deceleration) Helpful and informative
	Transition support	Travel information Travel training Travel awareness

<sup>9</sup> Shrestha BP, Millonig A, Hounsell NB and McDonald M (2017). Review of Public Transport Needs of Older People in European Context. Population Ageing 10:343–361. DOI 10.1007/s12062-016-9168-9



**Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?**

We recommend that the focus of the Council should be on strategy to increase demand rather than reduce services.

Reduction in services raises equity concerns, especially if using public transport is the only option for the 'one or two'. Any review of services in these circumstances should take into account the needs of users and should be done in consultation with the communities affected.

There is potential for changing use patterns as a result of the Covid-19 pandemic including concerns over virus transmission on buses, a temporary or permanent shift to working from home or the reaction to advice internationally to avoid public transport.<sup>10</sup>

We recommend that, if possible, opportunities for flexibility to respond to the ongoing pandemic should be included in decision making processes.

**Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?**

We support the use of the region wide bus card. We recommend that steps be taken to ensure that the bus cards (and therefore the discounts) are affordable as well as being easily accessible to and obtainable by all service users.

Steps should be taken to ensure that bus users are supported to transition to the new ticketing system. We suggest that

- Upgrade to the card should remain free of charge to all users
- Advertising for the change should be widespread, including social media
- Provision of information in community facilities (eg libraries) to support people who may not have access to the internet at home and cards should be widely available from a variety of locations

Cash should still be an option as, for example, visitors to the region may not want to purchase a 'Taranaki only' bus card and may, therefore, avoid using public transport. Cash also allows for people to try the bus or to use the bus if they (for any reason) do not have their card. Taranaki PHU supports the Council's participation in the national bus ticketing system procurement project and notes that the chosen bus card will be accepted in several other regions.

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<sup>10</sup> De Vos, J. (2020). The effect of COVID-19 and subsequent social distancing on travel behaviour. *Transportation Research Interdisciplinary Perspectives* 5. 100121.





### **Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?**

Low-emission vehicles are an important strategy; implementation should occur as the result of careful and considered research and in consultation with the community, and not impact on the equity benefits of low-cost public transport.

Taranaki PHU recommends that the focus of the next three years should also be on strategy to increase the use of public transport and, therefore, reducing the number of trips taken in private vehicles and providing users with the health benefits associated with public transport use. A reduction in the total number of trips taken in vehicles has the potential to provide greater reduction in emissions and more health benefits from reduced pollution than increasing the use of low-emission vehicles.<sup>11</sup>

### **Other Comments**

Taranaki PHU also suggests that Taranaki Regional Council considers extending concession fares to include low cost travel for families and free travel for all people under 16 (and for 16-18 year olds in education) as an opportunity to:

1. Support the development of the habit of bus use and
2. Increase the chances of people utilising bus services even when they have other choices.<sup>12</sup>

Independent travel options are important for young people's wellbeing and ability to participate socially and economically in society.<sup>13</sup>

Other initiatives to encourage people to use the bus should also be considered, such as providing free passes for a period to demonstrate the benefits of bus use. It has been shown that individuals with negative perception of bus use, when presented with a positive reality when utilising the service, can be positively influenced for change.<sup>14</sup>

We recommend that all bus stops have safe and accessible shelters (with rain and sun protection) and that the Council considers the safety aspects of the 'trip to the bus stop' as it has also been noted that while reduction in car use results in fewer motor vehicle accidents, the mode switch to active transport may increase the risk of injury, such as trips and falls while walking.<sup>15</sup>

<sup>11</sup> Woodcock, J., Edwards, P., Tonne, C., Armstrong, B.G., Ashiru, O., Banister, D., Beevers, S., Chalabi, Z., Chowdhury, Z., Cohen, A., Franco, O.H., Haines, A., Hickman, R., Lindsay, G., Mittal, I., Mohan, D., Tiwari, G., Woodward, A. & Roberts, I. (2009). Public health benefits of strategies to reduce greenhouse-gas emissions: urban land transport. *Lancet* 2009;374(1930-43)

<sup>12</sup> Green, J., Steinbach, R., Jones, A., Edwards, P., Kelly, C., Nellthorp, J., Goodman, A., Roberts, H., Petticrew, M. & Wilkinson, P. (2014). On the Buses: A mixed method evaluation of the impact of free bus travel for young people on the public health. *Public Health Res* 2014;2(1)

<sup>13</sup> Levin, L. (2019). How may public transport influence the practice of everyday life among younger and older people and how may their practices influence public transport. *Social Sciences* 2019; 8(96).

<sup>14</sup> Forward, S.E. (2019). Views on Public Transport and how more personal experiences can contribute to a more positive attitude and behavioural change. *Soc. Sci.* 2019; 8 (47).

<sup>15</sup> Woodcock, J., Edwards, P., Tonne, C., Armstrong, B.G., Ashiru, O., Banister, D., Beevers, S., Chalabi, Z., Chowdhury, Z., Cohen, A., Franco, O.H., Haines, A., Hickman, R., Lindsay, G., Mittal, I., Mohan, D., Tiwari, G., Woodward, A. & Roberts, I. (2009). Public health benefits of strategies to reduce greenhouse-gas emissions: urban land transport. *Lancet* 2009;374(1930-43)



Taranaki PHU strongly supports the plan for utilising innovative initiatives (Section 7), including the trial of a new strategy to encourage use of public transport, increase the status of public transport and improve health and equity.

There is an association with land use strategy and the utilisation of public transport.<sup>1617</sup> Taranaki PHU strongly supports the preparation of a district wide integrated transport strategy by TRC and NPDC and recommends that this be extended to be Taranaki wide and in partnership with all district councils so that public transport accessibility is put forward as a key consideration for future development regionally. We strongly recommend that this is done in partnership with Taranaki Iwi and with extensive community consultation.

Taranaki PHU watch with interest the 'MyWay by Metro' public transport programme currently being trialed in Timaru and note that this programme has the potential to reduce barriers to public transport experienced by those, for example, who have limited mobility and the where the active transport component of accessing a bus is a barrier. We look forward to further communication from the TRC regarding their assessment of this programme.

Yours Sincerely

A handwritten signature in black ink, appearing to read "Jonathan Jarman".

Dr Jonathan Jarman

**Medical Officer of Health**

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<sup>16</sup> Stevenson, M., Thompson, J., Herick de Sa, T., Ewing, R., Mohan, D., McClure, R., Roberts, I., Tiwari, G., Giles-Corti, B., Sun, X., Wallace, M. & Woodcock, J. (2016). Land use, transport and population health: estimating the health benefits of compact cities. *Lancet* 2016; 388(295-35).

<sup>17</sup> Mackenbach, J.D., Randal, E., Zhou, P. & Howden-Chapman, P. (2016). The influence of urban land-use and public transport facilities on active commuting in Wellington, New Zealand: Active transport forecasting using the WILUTE Model. *Sustainability* 2016;8(242).





## **Taranaki District Health Board's Submission to the Draft Taranaki Regional Public Transport Plan 2020-2030**

Taranaki District Health Board (DHB) welcomes the opportunity to make a submission to the Draft Taranaki Regional Public Transport Plan 2020-2030 (the Plan). We have reviewed the Plan and overall, our submission focuses on Taranaki DHB's patients, visitors and staffs' public transport needs and issues.

Taranaki DHB's key public transport issues affecting access to both the Taranaki's regional (Base hospital) and rural (Hawera hospital) hospital facilities are: lack of public transport that caters for disabled patients; inconsistencies with bus arrival and departure times; and underutilisation of public transport.

Our submission includes two parts: the first part relates to our responses for a set of four questions provided by the Taranaki Regional Council (TRC) and the second part relates to our comments and recommendations specific to some sections of the Plan (not covered by the four questions).

We trust that our submission will assist the TRC in resolving Taranaki DHB's public transport issues and needs, managing the region's public transport and finalising the Plan.

Submitter's details:  
Rosemary Clements  
Chief Executive  
Taranaki District Health Board  
David Street, Westown  
New Plymouth 4310

Maria Cashmore, Sustainability Lead, on behalf of Taranaki DHB will appear at a hearing in Stratford on Monday, 19 October. If you have any questions, please do not hesitate to contact Maria on [maria.cashmore@tdhb.org.nz](mailto:maria.cashmore@tdhb.org.nz).

### **Part 1: Answers to four questions**

#### **1. What public transport enhancements should be considered in the regional service review proposed for later this year?**

We recommend several public transport enhancements that could potentially resolve Taranaki DHB's key public transport access issues: lack of disability friendly transport, underutilisation of funded public transport and inconsistencies with bus arrival and departure times:

- That the TRC works with Taranaki DHB in actively promoting public transport (Citylink, Connector, Southlink) services to increase patients, visitors and staff patronage. This includes (but not limited to) providing electronic un-manned bus ticketing system, real time bus arrival and departure screen, etc at designated bus waiting areas in the Base and Hawera hospitals.
- That the TRC works alongside Taranaki DHB in addressing the removal and relocation of existing bus stop, changes in on-site bus routes, and other associated work affected by the construction of the New East Wing Building at the Base hospital.
- That the TRC works with the Taranaki DHB in identifying gaps and investigating services such as express shuttles dedicated for hospitals' essential workers, patients and visitors.



- That the TRC (alongside Taranaki DHB, local councils and stakeholders) designs safe, efficient and effective routes that directly cater for regional and rural hospital facilities.
- That the TRC aligns public transport enhancements with the Proposed New Plymouth District Plan, where the Taranaki Base Hospital is designated as a Special Purpose Zone (Hospital). Taking into account the District Plan is consistent with the Resource Management Act 1991 and s124 (c) (ii) of the Land Transport and Management Act 2003.
- That the TRC provides services that aligns with the Base and Hawera hospital's essential workers' working hours (7am start and finish; 8am start; 3pm start and finish; 4:30pm finish; 11pm start and finish), out-patient consultation hours (generally between 8am and 4:30pm), and visiting hours (generally between 2pm and 8pm).
- That the TRC provides safe, effective and efficient services through Intelligent Transport System (ITS). This system includes real-time information, data processing, communication, and sensor technologies applied to vehicles, transport infrastructure and transport users.
- That the TRC works with the three local authorities and Waka Kotahi (in the case of State Highways and other road coverage) in reviewing and amending Taranaki's road layout with the aim to provide for special vehicle/bus lane along key corridors to reduce public transport journey times, and increase reliability and punctuality of arrival and departure times. We recommend that the councils consider the removal of road side parking and utilise this area for bus lane, carpool lane, cycling lane, etc.
- That the TRC works with Taranaki DHB in undertaking a public transport access review surrounding the regional hospital facility. The review ensures that urban public transport routes are aligned with up to 99% of hospital essential workers, patients and visitors residing within 400m (5 minute walking distance), 800m (10 minute walking distance) and 1600m (20 minute walking distance) from the nearest bus stop.
- That the TRC provides disability friendly transport for disabled hospital patients.

**2. Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?**

The Connector bus service is utilised by approximately six staff per month. It is also utilised by up to 200 members of the public per month to get to and from the Base hospital. The Taranaki DHB's Connector bus subsidy amounts to approximately \$80,000 per year. The bus attracts approximately 2,472 patronages per annum. This costs Taranaki DHB \$32.00 per person per trip (higher than the highest regular fare paid by an adult passenger). Given the funding and low patronage, it is considered appropriate that the TRC works alongside Taranaki DHB to address under-utilisation of funded transport instead of status quo/continuing to provide bus services despite very few users without investigating the cause and resolving investigation outcomes.

Besides the Connector bus, the CityLink bus service (Route 3) which provides 12 trips per day (in peak times) is not well suited to staff (nurse staff requires a 7.00am arrival) at the Base hospital. CityLink is largely used by school children in the hours which the Base hospital requires route and timetable changes. The TRC (working alongside Taranaki DHB) could improve and then incentivise the routes or timetables to suit Taranaki DHB's staff shift start and end time.

**3. Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?**

Taranaki DHB has no concerns whether passengers pay cash or by bus card.



#### **4. Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?**

The Government encourages government agencies (includes Taranaki DHB and councils) where practical to procure low-emissions vehicles. The government require regular review of agencies' procurement catalogue with a view to increasing the model range of lower-cost low emissions vehicles. This is further exemplified by the 4th edition of the Government Rules of Sourcing (2019), particularly Rule 20.

Rule 20 directs government agencies to support the procurement of low-emissions and low-waste goods, services and works in specific areas. The procurement of low emissions vehicles is one of specified areas. Ensuring that the emissions profile of the government vehicles are sinking over time to reach the Government's goal of that all new vehicles entering the Government vehicles are fully electric by 2025/26 is a priority work programme. Furthermore, transitioning to low carbon emission/clean transport is consistent with s96(1)(a) of the Land Transport Management Act 2003 (LTMA) which requires Waka Kotahi to exhibit a sense of social and environmental responsibility which is encapsulated in the Environmental and Social Responsibility Policy.

### **Part 2: Recommendations specific to some sections of the Plan**

#### **2 Strategic Context**

##### **Government Policy Statement on Land Transport**

The Government Policy Statement on Land Transport sets out the government's desired outcomes and funding priorities for the land transport sector. It is the policy document that directly influences decisions on how funding from the *National Land Transport Fund* (NLTF) is invested for the next three year period. The four strategic priorities for GPS 2018 are: safety, access, environment, value for money.

##### **Recommendations/Comments:**

##### **Government Policy Statement on land transport 2021/22 – 2030/31**

In 17 September 2020, Transport Minister Phil Twyford released the final Government Policy Statement on land transport (GPS) 2021/22 – 2030/31 which outlines the planned \$48 billion investment in services and infrastructure over the next decade. The GPS 2021 builds on our balanced transport policy and has four key strategic priorities: Safety; Better Travel Options; Improving Freight Connections; and Climate Change.

The GPS 2021 promotes increase delivery of innovation for the land transport system. This includes: piloting and demonstrating new approaches; removing barriers that prevent it from delivering innovation; contributing annual funding from across the Fund; and Participating in a transport sector innovation programme in collaboration with the private sector and research community.

We recommend that section 2 of the Plan which refers to the GPS 2018 be updated to reflect the GPS 2021 in accordance with core requirements under s14 of the LTMA.

##### **Transport Outcomes Framework**

We recommend that section 2 includes the Transport Outcomes Framework. This framework makes it clear what government is aiming to achieve through, in this case, the regional transport system. The purpose of the transport system is to improve people's wellbeing, and the liveability of places. It does this by contributing to five key outcomes:

- Inclusive access: enabling all people to participate in society through access to social and economic opportunities, such as work, education and healthcare.
- Economic prosperity: supporting economic activity with efficient movement so people and products.



- Resilience and security: Minimising and managing risks, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.
- Environmental sustainability: Transitioning to net zero carbon emissions and maintaining or improving biodiversity, water quality, and air quality.
- Healthy and safe people: Protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option.

We recommend that the Transport Outcome Framework be aligned with the Plan's wellbeing and liveability key performance indicators (KPI) to track transport's contribution to this specific KPI. (Refer to <https://www.transport.govt.nz/multi-modal/keystrategiesandplans/transport-indicators/>).

#### **Waka Kotahi Environmental and Social Responsibility Policy**

We recommend that section 2 of the Plan includes Waka Kotahi Environmental and Social Responsibility Policy in accordance with s96 (1)(a) of the LTMA. This section requires that agencies exhibit a sense of social and environmental responsibility. Actions to implement the policy include:

- promote the safe and efficient movement of goods and people in a manner that avoids, to the extent reasonable in the circumstances, adverse environmental and social impacts
- continuously improve performance in the management of environmental and social impacts
- integrate good urban design into all our activities
- work to improve our knowledge and understanding of the extent and condition of New Zealand's environmental and cultural heritage assets
- maintain and improve opportunities for Māori to contribute to our decision-making processes
- actively and meaningfully engage with affected and interested persons and organisations
- identify and comply with all relevant environmental and social legislation and regulations
- seek whole-of-life value for money by taking into account environmental and social costs and benefits when procuring goods and services
- provide our employees with the skills, awareness and leadership to achieve environmental and social objectives.

#### **4 Strategic cases**

The strategic cases forms part of Waka Kotahi's business case approach to investment in transport.

##### **Problem 2**

Limited accessibility and frequency of bus services is leading to under-utilisation of public transport. The Connector bus service is funded in part by the Western Institute of Technology at Taranaki (WITT) and the Taranaki District Health Board (TDHB). This is a one bus service, operating four return trips from Hāwera to New Plymouth. The travel distance (approximately 80km per trip) and travel time (approximately 90 minutes per trip) make service enhancements impossible without adding an additional vehicle/s.

**Recommendations/Comments:** Please refer to response under Part 1, question 2 of our submission.

#### **6 Objectives, policies and actions**

##### **6.1. Network**

**Objective 1:** A core network of accessible, integrated and reliable public transport services that support Taranaki's communities.

**Policy 1.1:** Provide a core network of integrated and reliable services

Actions: Continue to provide both urban, rural and connector public transport services where appropriate, subject to meeting service KPIs.

**Recommendations/Comments:** We recommend that besides continuing to provide urban, rural and connector public transport services, the services must be actively promoted and actions undertaken to increase patronage of transport services.



**Policy 1.2** Encourage mutually supportive land use and public transport development policies  
Actions: Work with the territorial authorities to promote transit oriented development around Greenfield and urban intensification proposals.

**Recommendations/Comments:** We recommend that the TRC alongside councils provide connectivity of different modes of active and public transport.

**Policy 1.3:** Investigate new service opportunities

Actions: Investigate options for trial services where gaps in the network exist or as new development occurs.

**Recommendations/Comments:** We recommend that the TRC works with the Taranaki DHB in identifying gaps and investigating trial services such as express shuttles, public transport provisions that caters for workers', patients and hospital visitors' needs to increase adult patronage.

## 6.2 Services

**Objective 2:** Responsive services that connect people with where they want to go.

**Policy 2.1:** Provide a network of public transport services: urban, rural and connector.

**Recommendations/Comments:** We recommend that the TRC includes key regional facilities with the network of public transport services:

- **Hospital:** regular frequency service for the Regional Base and Hawera hospitals' patients, visitors, and essential workers such as nurses, doctors, ambulance officers, non-clinical support services.

**Policy 2.2:** Provide a public transport network that maximises the range of travel options and destinations available.

**Recommendations/Comments:** We recommend that the TRC alongside councils and Taranaki DHB design public transport routes that cater for regional destinations/regional hospital facilities.

**Policy 2.3:** Enable timely and cost effective service provision in developing urban areas in collaboration with territorial authorities.

**Recommendations/Comments:** We recommend that the TRC encourages planning decision-makers and authorities to ensure that public transport aligns with the Regional Base hospitals' Travel Management Plan (TMP) approved by the New Plymouth District Council. The Taranaki DHB's TMP 2018 is proposed to be reviewed and updated end of 2020 to mid 2021. We invite the TRC (and other councils) to provide input in the development of the TMP 2020/21. Taking into account the District Plan is in accordance with the Resource Management Act 1991 and s124 (c) (ii) of the LTMA.

**Policy 2.4:** Ensure that services respond to identified customer needs

**Policy 2.5:** Maintain consistent levels of service in each service layer, appropriate to demand

**Recommendations/Comments:**

- We recommend that the TRC consults and works alongside the Taranaki DHB during service planning and reviews prior to procurement.
- We recommend that the TRC provides service levels that align with regional hospital's (essential workers) working and visiting hours:
  - 7am end and start of shift
  - 3pm end and start of shift
  - 11pm end and start of shift
  - Between 7am and 8am start and between 4:30pm and 5:30pm finish
  - Between 2pm and 8pm





**Policy 2.6:** Enable timely and cost-effective service adjustments to meet demand

**Recommendations/Comments:**

- We recommend that the TRC works with the Taranaki DHB in putting mechanisms in place to enable effective use and promotion of public transport.
- We recommend an additional policy that identifies and promotes public transport activities that have inter-regional significance. Taranaki is located in between two 'surge' regions: Hawke's Bay and Manawatu/Whanganui. In our view, it is important and practical to ensure that inter-regional significant transport projects are identified that could potentially be linked and benefit Taranaki regional transport. The Plan is silent on this. Such an approach is consistent with s16 of the LTMA (form and content requirements of the regional land transport plan).

### **6.3 Service Quality**

**Objective 3:** A convenient and reliable public transport system using modern vehicles.

The most important consideration for passengers and potential users is reliability - a trip leaves on time and arrives at (or very close to) the scheduled time.

**Policy 3.2:** Improve public transport journey times where possible

**Recommendations/Comments:** We recommend that the TRC:

- Provides safe, effective and efficient services through Intelligent Transport System (ITS). Refer to Part 1, question 1 of our submission.
- Works with three local authorities in reviewing and amending road layout. Refer to Part 1, question 1 of our submission.

**Policy 3.3:** Provide a reliable, punctual, customer focused network services

**Recommendations/Comments:** We recommend that the TRC provides express public transport for hospital service public transport. Refer to Part 1, question 1 of our submission.

**Policy 3.6:** Monitor and continuously improve service delivery

**Recommendations/Comments:** Besides monitoring, we recommend that additional words which refer to resolving issues arising from monitoring non-compliance be included with the action under Policy 3.6 of the Plan.

### **6.5 Fares and ticketing**

**Objective 5:** A fares and ticketing system that attracts and retains customers

**Policy 5.3:** Provide concession fares for target groups on services

**Recommendations/Comments:**

- We recommend that the TRC provides Hospital service fare for essential workers, regular Hospital visitor's fare, etc
- We recommend that the TRC works with Taranaki DHB to determine if the Total Mobility subsidy rates (including bus mobility features) meet the needs of hospital patients.

### **6.7. Procurement approach for units**

**Objective 7:** A procurement system that supports the efficient delivery of public transport services

**Recommendations/Comments:**

- We recommend an additional policy which ensure sustainable procurement of services
- We recommend that the TRC transitions to low carbon emission/clean transport. This is consistent with the 4<sup>th</sup> edition of the Government Procurement Rules (2019) and s 96 (1)(a) of the LTMA - social and environmental responsibility which is encapsulated in the Environmental and Social Responsibility Policy.



## **6.8. Managing, monitoring and evaluating unit performance**

**Objective 8:** A system of monitoring and review that supports continuous improvement

The Council will regularly monitor progress towards these targets. It will also monitor the implementation of this Plan and use a series of KPIs to determine how well the public transport system is achieving its objectives.

**Policy 8.1:** Undertake regular monitoring and reporting of service, unit and system performance.

**Recommendations/Comments:**

- To ensure progress of each indicator, we recommend that the TRC sets-out targets for each key performance indicators, for example, 15% increase in bus patronage per year; 20% increase in bus patronage (including express shuttle) going to regional hospital facilities; 50% reduction in single-occupancy cars arriving in regional base hospital.
- The indicators could be used to identify areas that are performing well and/or areas that require improvement, and use this information to inform policies and decision making.

## **6.8 Transport-disadvantaged**

**Objective 9:** Improved access for communities and groups whose needs are not met by the public transport system.

**Policy 9.2:** Provide transport services and facilities for customers whose needs are not met by regular public transport network.

**Recommendations/Comments:** We recommend that the TRC works with Taranaki DHB in identifying and addressing the needs of transport-disadvantaged hospital patients, and provides disability friendly transport for disabled hospital patients. Refer to Part, question 1 of our submission.

## **6.10 Accessibility**

**Objective 10:** Improved access for communities and groups who rely on public transport as their main means of transport.

**Policy 10.1:** Ensure good access to public transport services

**Recommendations/Comments:** We recommend that the TRC works with Taranaki DHB in undertaking a public transport access review surrounding the regional hospital facility. The review ensures that urban routes are aligned with up to 99% of hospital essential workers residing within 400m (5 minute walking distance), 800m (10 minute walking distance) and 1600m (20 minute walking distance) from the nearest bus stop.

**Policy 10.2:** Advocate for accessible infrastructure:

**Recommendations/Comments:** We recommend that TRC works with Taranaki DHB to develop compliant facilities that cater for the hospital's disabled patients.

## **6.11 Infrastructure**

**Objective 11:** Advocate for a high standard of public transport infrastructure that supports service provision and enhances the customer experience.

**Policy 11.1:** ~~Advocate~~ Provide for the provision of accessible, customer-focused facilities appropriate to the public transport route and the immediate locality.

**Recommendations/Comments:**

- We recommend that the TRC replaces the word advocate with provide. This is consistent with the intent of the Plan and responsibilities of councils.
- We recommend that the TRC provides appropriate bus waiting amenity and shelter. Refer to Part 1, question 1 of our submission.
- We recommend that TRC provides safety, effectiveness and efficiency of services through Intelligent Transport System (ITS). Refer to Part 1, question 1 of our submission.



## 6.12 Customer interface

**Objective 12:** Simple, visible, and intuitive customer information and service

**Recommendations/Comments:** We recommend that the TRC aims for 99% customer satisfaction, and reduced customer complaints.

**Policy 12.3:** Provide a wide choice of information channels for customers.

**Recommendations/Comments:** We recommend that the TRC works with Taranaki DHB to develop travel information channels for hospital patients, visitors, and essential workers.

## 7. Proposed strategic responses

### **Recommendations/Comments:**

- We recommend that the planned strategic responses in the short-term (next one to three years) particularly increasing the frequency of Connector trips and provisions for accessible bus options include the following:
- Provisions for express public transport or shuttle options for hospital essential workers, patients, and visitors which aligns with working and visiting hours. Increasing patronage will increase revenues, and thus improve farebox recovery.
- Provisions for adequate automated bus ticketing facilities and real-time information of bus arrival and departure times at designated bus waiting areas at the Base and Hawera hospitals.
- Raising awareness of public transport users and decision-makers of the benefits and costs of transport choices and incentivising robust decision-making and smart travel choices. Incentives could be in the form of user cards with free ride after 10 use for example.
- Refer to matters mentioned in Part 1, question 1 of our submission.

In terms of medium to long-term activities, particularly expanding Citylink services to Taranaki Base Hospital catering to shift workers and patients. We recommend that the TRC:

- Implements expanded Citylink services to Taranaki Base Hospital catering to shift workers and patients in the next one to three years to align with the construction of the hospital's new east wing building which will be built over 226 car parks. This action encourages passenger growth and aligns with s114A (1)(b) of LTMA.
- Provides opportunities to connect rapid public transit services with other parts of a shared mobility system. People could travel the first and last legs to/from public transport stations by shared shuttles, bikes, and scooters, with people seamlessly planning and paying for travel via personalised mobility apps.
- In low-density suburban areas, TRC provides demand-responsive public transport and shuttles replacing scheduled bus services and routes. These could lead to better services for passengers, and a more efficient system.
- Provides a transport system that gives people choice about how they get to where they need to go (Better Travel Options), and supports them to do this in a way that is safe and reduces the impact of travel on the environment. Other transport choices such as express public shuttles, shared public transport pool, etc. COVID-19 emphasised how Better Travel Options are needed to provide us with flexibility in how and if we travel, and how important it is to make sure we have strong freight connections.



### **Appendix C: Farebox recovery policy**

#### **Recommendations/Comments:**

- In our view, increasing passengers' contribution is justifiable if bus services improve e.g. alignment with shift work, provisions for adequate waiting areas: promotion of timetables and kiosks. Status quo does not justify increase in passenger contribution.
- Although increasing bus fares will lead to increase in revenue and thus improve farebox recovery, we recommend that effort be made to improve poor performing services by ensuring that operating times align with the needs of the base hospital's essential workers, patients and visitors.



Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 24, 2020 11:21 pm
Browser:	Chrome 85.0.4183.121 / Windows
IP Address:	115.189.134.246
Unique ID:	667090703
Location:	-37.878200531006, 175.44020080566

## Your details

Name	Graeme Sykes
Organisation (if applicable)	Inglewood Community Board
Address	1274 Egmont Rd RD2 New Plymouth, Taranaki 4372
Email	sykes.graeme@gmail.com
Phone	+6421393151
Do you wish appear in person at a hearing in Stratford on Monday 19 October?	Yes

## Your submission

What public transport enhancements should be considered in the regional service review proposed for later this year?	<p>We have yet to complete our review of the Policy and expect to complete this by Friday 2 October.</p> <p>We are also drafting a transport vision statement with the purpose to encourage more use of public transport. We hope to work in partnership with the TRC and other stakeholders.</p>
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To: Taranaki Regional Council

29 Sept 2020

From: Jono Burrows & Graeme Sykes

Jono resides in Inglewood and Graeme resides in Egmont Village

### **Submission to the Draft Regional Public Transport Plan 2020 -2030**

Thank you for the opportunity to make this submission. We applaud the work that you are doing in this complex area and apart from adopting our personal ideas we would like to be included as a governance partner in this project.

#### **The Vision:**

The Inglewood Community Board has a vision to increase transport options for the Inglewood community to lower carbon and provide a safe and healthy transport system in our community.

The Community Board is currently planning a street trial to gather information on what changes could be made to our streets that would change the method of commuting and provide a healthier and safer community. This includes creating walkways, cycle and mobility paths, transport options to reduce congestion and providing safe access over SH3 and 3A. Creating opportunities to increase the use of public transport is part of this strategy.

To make these changes in transportation requires a significant paradigm shift from the way we all operate now. We are asking people to become more sensitive of when they use their car. We need good transport options to allow people to try new transport methods. We feel it is a good time to encourage people to use public transport.

To encourage the use of public transport we need an easy to understand system, offering frequency and reliability that is affordable, accessible, convenient, clean and friendly. The purpose of the Land Transport Management Act (LTMA) is "to contribute to an effective, efficient, and safe land transport system in the public interest." In reading the current Draft Plan it seems to be caught in justifying a good financial outcome between what the public pays and, the subsidies required from local government rates and central government funding (fuel & road tax). We encourage you to maintain the current pricing strategy that seems to offer value for the customer.

However, we also draw your attention to the Queenstown Public Transport strategy where they introduced \$2.00 fares over their entire jurisdiction and received an overwhelmingly positive response in getting people to use public transport. It has had a significant impact for tourists and locals. No doubt over time they will adjust their fares, but the move has changed behaviour and the airport is a key link in their network.

Right now, the emphasis is to create options that encourage a significant change in transport behaviour. We all recognise this as a transitional period and the growth in the use of Public Transport is an important option.

We agree with the overall vision on page 3, "a safe, effective and efficient land transport network, integrated across the whole transport system, which enables Taranaki to thrive and to lead sustainably prosperous New Zealand." However, on page 12 under point 6, the Councils vision introduces the phrase "at a reasonable cost." We feel this works against the purpose of the LTMA

which is to “contribute to an effective, efficient, and safe land transport system in the public interest.”

**Current services:**

We would like to draw your attention to how this plays out in Inglewood township and Egmont Village. What are the routes and timetables for commuters and school buses?

**School trips:**

Currently we are aware that 10 students from New Plymouth and 14 from Bell Block come to Inglewood High school each day. Prior to COVID19 lockdown there were 45 students travelling from Bell Block to Inglewood High School and this has been the case consistently for a number years. When students returned to school post COVID the demand for bus travel reduced to 14 students. We surmise that this is possibly a child/parent COVID fear and safety issue, as many students are now being driven or, driving themselves to school. It points to the complexity of managing the network in times of crisis.

Currently 35 high school students travel by bus to New Plymouth for Boys High, Girls High and other schools. There are 11 students on a waiting list for 2021. We understand establishing the demand for these services is difficult to predict for bus transport operators.

**Community Public Transport services:**

We are concerned about the level of service for Inglewood & Egmont Village. Both Inglewood and Egmont Village should be seen as suburbs of New Plymouth in the same way as Waitara, Bell Block and Oakura are, so we expect both Inglewood and Egmont Village should receive a level of service similar to say Waitara or Bell block. Currently the timetable for Inglewood and Egmont Village follows the Connector pattern of four trips per day in three hourly intervals through weekdays and nothing on Saturday. Inglewood has the lowest incidence of using public transport reported through the 2018 New Zealand Census. It does not have a comparable public transport service as say Waitara and only one stop on Moa Street.

Waitara receives an urban service from Tranzit. This involves six scheduled times (two hourly intervals) from Waitara to New Plymouth through the week. Starting at 7.10am, 9.13, 11, 1.15pm, 3.15 and 4.50 through Monday to Friday and a limited service on Saturday.

**Bus stops:**

Inglewood through the Connector Service has 1 stop at Moa Street.

Egmont Village has a north-bound stop at the old shop and a south-bound stop just before the service station. Neither bus stop is sign posted nor provides any shelter. The bus pull off and parking area on both sides of SA3 is in a dreadful state with potholes and loose gravel.

SH3 is not a safe road to cross for school children and elderly people. The infrastructure supporting the public transport service such as clearly demarcated bus stops and crossings would have to be improved to attract customers. Whilst there is an underpass to the east of the Egmont Road intersection with SH3, this is for access from the residential area of the Egmont Village directly to the primary school.

Waitara have six stops within the Waitara township with two offering shelter.



**Inglewood Community Board Area:**

Inglewood Community Board area has a population of 8832 and is growing. Approximately half is located in the rural areas as lifestyle and farming blocks. 14% of people are over 65 and 20% are under 15 years. 46% of households have couples with children and 11% are one-parent families.

Inglewood township has a population of 3543 and 41% of the population have a deprivation index of 6, where the index is from 1 to 10 with 10 being the most deprived.

Unfortunately, Egmont Village population data is not easily available from the census.

**2018 Census Data for car ownership and transportation methods to work.**

Bell Block West	Inglewood	Waitara West	
4242	3543	4011	Population
65%	67%	68%	Private car
11.6%	9%	12.9%	Company car
11%	9.6%	9.4%	Work at home
4.2%	3.2%	6.3%	Ride share to work
2.7%	1.3%	0.9%	Bike to work
3.3%	4.7%	4.3%	Walk to work
0.8%	0.2%	0.4%	Public bus

**The Strategies:**

We feel that Inglewood and Egmont Village should be included in the review for improved service levels as highlighted on appendix A of the draft plan.

We appreciate the level of work and complexity in developing this plan. Changing behaviour is normally an extremely complex and often slow process. It is interesting how we have all pulled together on Covid and discovered the beauty of roads without high traffic volumes. We agree on your strategic responses (section 7) and feel that it is time to be bold, to create viable options, to adapt as we learn and create viable transport options that will change current transport behaviour and lead us into a new economically sustainable low carbon efficient transport system.

We would appreciate being kept informed and working with the TRC and NPDC to enhance the Public Transport service levels in our area. We also require more research and information on the Public Transport system to provide indications of change and other KPIs for leading and promoting to our community to encourage change.

Thank you for the opportunity to present to you today.

Graeme Sykes, Jono Burrows.

Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 24, 2020 11:42 pm
Browser:	Safari 13.1.2 / OS X
IP Address:	103.11.178.253
Unique ID:	667094392
Location:	-39.072498321533, 174.05540466309

## Your details

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<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	Yes

## Your submission

<b>What public transport enhancements should be considered in the regional service review proposed for later this year?</b>	<ul style="list-style-type: none"> <li>- Increased frequency and routes for urban services;</li> <li>- Increased frequency for the connector service, particularly at peak times, to enable commuting;</li> <li>- Reduced fares for all users, in order to increase patronage.</li> </ul>
<b>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</b>	Yes, and rather than cancel the service, instead increase investment to encourage patronage. Improving our public transport system is essential for maintaining and improving the liveability of our region, as well as ensuring we are lowering our emissions as a region.
<b>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</b>	<p>Concession fares should remain available for cash-paying passengers, as being able to access and navigate the use of a card may be an equity and access issue. Concessions could be tiered so that a certain amount of concession is available if paying cash, but that concession is increased if</p> <p>I am not clear from the consultation document what it would achieve to restrict concession fares to bus cards only. Presumably this is to enable shorter boarding times and therefore a more reliable timetable. However, this needs to be carefully balanced with meeting the needs of vulnerable users.</p>

**Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?**

Reducing transport emissions overall should be a very high priority over the coming three years. I support a transition to low-emission buses, which will send a good signal to the community about our region's commitment to Taranaki 2050, and also reduce emissions.

However, a larger reduction in emissions would come from making a major step change in the provision of public transport, which would reduce the emissions of private vehicles. If we are to meet the target of net zero carbon by 2050, we need to significantly reduce transport emissions, and the best way to do that is to have fewer vehicles on the road - which requires more public transport.

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**Other issues**

Comments on the Proposed Strategic Responses section (starting p28)

In creating the 10-15 year structured development plan, and undertaking or participating in other strategic work, I encourage the Council to be bold, and create a plan for a major step change in public transport provision. This is crucial to encourage more patronage, take pressure off our roading networks, and reduce our carbon emissions. We have committed to reduce emissions as a region through Taranaki 2050, and we will soon be required to by Central Government through the Zero Carbon Act. We need to get ahead of these changes coming by making bold plans now.

The plan discusses in a number of places that the investment required for a step change will be significant - and as a ratepayer, I am prepared to pay more rates in order for us to have a comprehensive public transport network.

The current fare box recovery policy should be reviewed as part of this process, because the current policy will not allow for a significant improvement in services without a significant increase in fares. I encourage the Council to increase its subsidy of and investment into public transport, to drive higher patronage.

I support the approach to work with other territorial authorities to ensure that good planning and integration is achieved, and any benefits of increased investments are maximised.

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### **Taranaki Regional Council Regional Transport Plan – NPDC Submission – September 2020**

The New Plymouth District Council would like to thank Taranaki Regional Council for the opportunity to submit on the Draft Regional Transport Plan 2021/2024. We support the provision of a public transport (PT) service that fulfils the PT vision of the Taranaki Regional Council.

The matters raised in this submission intend to highlight the importance of delivering such a service and the measures New Plymouth District Council is willing to implement to progress towards this goal.

#### **Executive Summary**

NPDC has a vision that includes public transport as a critical component of an integrated transportation system in the region. High quality public transport, that is subsidised so that it is low cost, or even free at the point of use, should be one of the Region's strategic responses address the issues of:

- Traffic congestion
- Population growth
- Climate change and mitigation of greenhouse gas emissions

In order to achieve this, we believe that public transport services need to be high quality, high frequency daily services, with improved geographic coverage, that are accessible for all residents and a low-emissions fleet. These quality services would be supported by Council's Let's Go behavioural change programmes and high quality road infrastructure. These are factors we see necessary to improve the convenience of the PT service and motivate a modal shift away from private transport.

An improved PT system will serve a number of outcomes:

- Reduction traffic congestion
- Mitigating greenhouse gas emissions
- Improved community health and wellbeing
- Community connectivity and accessibility
- Community resilience

The enhancements discussed in this submission should be a central part of both the proposed review and finalised version of this Regional Transport Plan.

NPDC seeks the following changes to the Plan:

- An acknowledgement that quality and high frequency Public Transport leads and has to come before patronage not the other way around.
- NPDC is keen and willing to invest early in improving the quality, frequency and geographical coverage as well as increasing the level of subsidy to reduce the cost at the point of use. We see our combined investment in PT services as a strategic alternative to building more infrastructure to accommodate population growth as well as mitigating climate change.
- An acknowledgement that greater PT investment will result in significant transportation infrastructure savings and therefore lower costs over the long-term for our community
- A policy that TRC will provide PT services that are responsive to population and business growth.

## Strategic Alignment

- Taranaki 2050 Infrastructure and Transport TPAP
- Government Policy Statement 2018
- Government Policy Statement 2021
- Local Government Act 2002
- Land Transport Act 2003
- Climate Change Response (Zero Carbon) Amendment Act 2019

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## Section 4 Strategic Case

NPDC agree problems one, two and three are the main barriers preventing PT use. Specific to the Citylink service, the limited coverage and frequency of the service, the cost and the car-focused investment all contribute to the comparative convenience of private transport. A strategy to resolve these issues includes a PT service that gets people where they want to go at a reasonable cost - a vision that provides strong case for NZTA investment.

NPDC believe the best way to create a shift to PT is to first provide the service that fits the vision. This indicates strong commitment to the project and provides better cause for NZTA investment<sup>1</sup>. This is supported by the specific service requests listed in the draft Plan and the needs indicated by participants in the Taranaki 2050 Infrastructure and Transport workshops (see Appendix A.).

### Section 6.11 Infrastructure

Being responsible for the District's transport infrastructure, NPDC are open to collaborate on *policies 10.3 and 11.1*.

NPDC sees the biggest priorities in improvements that will increase the uptake of the services (e.g. bus lanes, appropriate number of attractive bus stops, provision of park-and-ride facilities etc.). These measures would improve the competitiveness of PT compared to the private alternative. The rapid roll out of BeeCard would complement this through improved boarding times. In the immediate term, NPDC has already put in place additional measures to clean up and maintain the existing bus shelters to provide a healthy environment for users to enjoy.

NPDC is driven to invest early in supporting bus infrastructure if TRC is prepared to do the same in improving the quality, frequency, geographical coverage of PT, alongside increasing the subsidy of fares. A simultaneous roll out of the two is the most effective approach to maximising the likely gains. This aligns with actions in the Infrastructure and Transport TPAP for Taranaki Roadmap 2050.

### Economic Case

As per the service requests in the draft plan, the public demand PT as an artery to connect key service centres around the district, including residentially-sited shopping centres, supermarkets, Taranaki Base Hospital, New Plymouth Airport, medical centres and extended service levels in Waitara, Bell Block and New Plymouth. This would provide communities with better access to employment, education and health care opportunities.

Increasing the frequency, access and coverage of PT will increase its cost. NPDC agree this must be carefully considered. The growing population and increased use of private transport significantly

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<sup>1</sup> <https://www.transport.govt.nz/assets/Import/Uploads/Our-Work/Documents/GPS2021.pdf>

increases the costs of roading infrastructure. This is passed onto the ratepayer. The provision of an improved PT system would relieve the pressure on roading. NPDC would rate less and infrastructure funding can be redeployed to service the PT network. In short, this would result in a significant reduction in the overall cost of the transportation network to the community, resulting in a long-term reduction in rates take across the region.

Providing PT at zero or low cost would mean an increase in other funding sources to recover the revenue from fare box recovery (approx. 1/3). Less the redeployed funds from infrastructure, a small increase in TRC rates will be required. Further investment from Waka Kotahi on the delivery a frequent, low cost and green network could further supplement this loss. NPDC would be willing to commit to show ratepayers how this upfront investment reduces infrastructure costs into the future.

*The proposed case could create a net decrease in costs for ratepayers with a free PT network.*

### **NPDC Integrated Transport Strategy**

The strategy will take a systems approach to transport connectivity across the District. The multi-modal review will factor in private, public and active forms of transport and how this integrates with land-use planning, infrastructure and the Let's Go behavioural change programme. The strategy will future plan against the problems associated with steady population growth and climate action. A critical success factor in the strategy is the provision of a high frequency, high coverage, low cost and low emission PT network. This will serve a number of issues:

#### Population Growth

The New Plymouth population is growing at approximately 1,000 residents per year. Considering the historical increase in private transport use, this indicates a significant increase in private vehicles on our roads. Without the provision of the frequent, low-cost PT service, congestion in the district will increase and may facilitate urban sprawl. An improved PT network would ameliorate congestion issues and incentivise living closer to central hubs.

NPDC also considers the PT service needs to be more responsive to population growth. Population growth is not consistent across the district, but rather centred in some areas. Bell Block is a particularly fast growing part of the district, with a population that now exceeds that of Waitara, and is forecast to exceed Hawera by around 2030. Bell Block is also a fast growing employment centre, with a high number of commuters heading into Bell Block each day. Further, New Plymouth Airport has had significant passenger number growth in recent years (although Covid-19 has clearly impacted on this temporarily). However, the Bell Block service has not changed to reflect the opportunities this growth provides to improve PT services. This places pressure on NPDC and Waka Kotahi to upgrade intersections and SH3 access at significant cost to ratepayers. Other areas with high population growth include the southern areas of New Plymouth City, and PT services to those areas also require PT service reviews.

#### Land Use

NPDC is open to the collaboration in the development and planning of urban areas, according to *Objective 2.3* and to cater for a higher frequency of PT. The existence of such an improved PT network will be a major influence in future land use planning and solving around an urban sprawl.

#### Emission Reduction

Transport is the third highest emitter in the District. Successfully motivating a modal shift to PT will significantly reduce our transport-related emissions. However, the Vehicle Emission Standards in the

Waka Kotahi's Requirements for Urban Buses are too lenient. Complying with these standards may not be sufficient to meet net zero emissions by 2050 as set out by the Zero Carbon Act, 2019. Alongside this modal shift, research and implementation of an alternatively fuelled PT fleet should therefore be a priority. Providing a strong transitional plan to alternatively fuelled vehicles may provide reason for increased Waka Kotahi Investment through the two of the Strategic Priorities of the GPS 2021: Better Travel Options and Climate Change.

#### Community Resilience

The provision of the improved PT service would enable greater participation in the services and foster stronger connections in the community. Improved connectivity will be met with the complimentary infrastructure.

These benefits strongly align with those described in *Section 5* of the draft Plan and further support the case to increase the PT network. While this may come with an added cost, NPDC believe the net benefits are far greater. Taking a bold, innovative and forward thinking approach to the next 10 years will place Taranaki as a leader in future planning and stimulate the social, environmental and economic well-being of our communities.

NPDC looks forward seeing to the final Taranaki Regional Public Transport Plan.

Ngā mihi nui,

**David Langford**

GM Infrastructure and Assets

## Appendix A - Capture Cards

<p>Capture</p> <p>INFRASTRUCTURE &amp; TRANSPORT P1-T4</p> <p>Buses aren't cool to people not used to them</p> <p>INSIGHT</p> <p>TARANAKI 2050</p>	<p>Capture</p> <p>INFRASTRUCTURE &amp; TRANSPORT P1-T4</p> <p>INCREASE FREQUENCY OF LOCAL BUSES AND REDUCE FARES.</p> <p>INSIGHT</p> <p>TARANAKI 2050</p>
<p>Capture</p> <p>INFRASTRUCTURE &amp; TRANSPORT P1-T4</p> <p>Promote coastal transport. Make it happen!</p> <p>INSIGHT</p> <p>TARANAKI 2050</p>	<p>Capture</p> <p>INFRASTRUCTURE &amp; TRANSPORT P1-T4</p> <p>CHANGE IN URBAN PLANNING TO FACILITATE PUBLIC TRANSPORT:</p> <p>① ↑ DENSITY, ↓ SPRAWL ② CREATE URBAN VILLAGES WHERE RESIDENT CAN MEET MORE NEEDS BY WALKING</p> <p>INSIGHT</p> <p>TARANAKI 2050</p>
<p>Explore the topic: Question 2</p> <p>INFRASTRUCTURE &amp; TRANSPORT P2-T2</p> <p>What are the implications to Taranaki's public transport network of future transportation technologies (e.g. electric vehicles, high speed rail)?</p> <ul style="list-style-type: none"> <li>- need it to be cheaper than cars</li> <li>- need to build + spread population out across region to have an efficient service eg. 10-30 min wait</li> <li>- need to normalise it</li> </ul> <p>QUESTIONS</p> <p>TARANAKI 2050</p>	<p>Capture</p> <p>INFRASTRUCTURE &amp; TRANSPORT P1-T4</p> <p>Public Transport is currently not up to standard eg. timetables, destination choice (airport)</p> <p>INSIGHT</p> <p>TARANAKI 2050</p>
<p>Explore the topic: Question 2</p> <p>INFRASTRUCTURE &amp; TRANSPORT P2-T2</p> <p>What are the implications to Taranaki's public transport network of future transportation technologies (e.g. electric vehicles, high speed rail)?</p> <p>Perception - will I be ostracized if I am utilizing public transport I.E. Poor &amp; Underprivileged.</p> <p>QUESTIONS</p> <p>TARANAKI 2050</p>	<p>Explore the topic: Question 2</p> <p>INFRASTRUCTURE &amp; TRANSPORT P2-T2</p> <p>What are the implications to Taranaki's public transport network of future transportation technologies (e.g. electric vehicles, high speed rail)?</p> <p>Public transport needs to remain the most convenient form of travel, cost alone does not improve its popularity.</p> <p>QUESTIONS</p> <p>TARANAKI 2050</p>





Form Name:	Regional Public Transport Plan submission form
Submission Time:	September 25, 2020 5:10 am
Browser:	Chrome 85.0.4183.83 / OS X
IP Address:	210.55.145.58
Unique ID:	667138025
Location:	-41, 174

## Your details

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<b>Do you wish appear in person at a hearing in Stratford on Monday 19 October?</b>	No

## Your submission

<b>What public transport enhancements should be considered in the regional service review proposed for later this year?</b>	Increasing advertising revenue generation, offering more ticketing options to increase/better generate revenue, invest in hydrogen and investigate light rail as an alternative transport option.
<b>Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?</b>	No
<b>Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?</b>	Discounts should be offered to people buying bulk fares - as seen in Europe. Cash payments should be full price, so should single fares.
<b>Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?</b>	Without question. Failing to do so shows a lack of faith in technology which Taranaki has committed to being a leader in over the coming decades. If NPDC doesn't invest in hydrogen then why should the Council expect others?
<b>Supporting documents 1</b>	<a href="https://www.formstack.com/admin/download/file/8898286749">https://www.formstack.com/admin/download/file/8898286749</a>



# Transport Infrastructures

Opportunities ahead





## Overview

Transport systems in major NZ cities account for 47% of carbon emissions\* and with Taranaki looking to invest and grow Hydrogen this is the perfect time for Taranaki to achieve a low emissions infrastructure while supporting local energy investments. There's additional opportunities to use underutilised resources to increase transport capacity to support regional growth. This document will seek to position these as viable and worthwhile investments.

New Plymouth also needs to support recent investment in Tapua Roa by showing real change and investment in tackling climate change and creating future-ready jobs. This is an ideal first step.





## Problems to solve

1

Revenue - how to increase transport income to support investment and management long into the future.

3

Light rail - revitalising abandoned infrastructure and under-utilised rail lines to reduce road strain.

2

Hydrogen - using the investments made locally, and highlighted by Ara Aki and Tapua Roa to place the theory into action.

4

Easier access - using modern technology to make public transport more useful and accessible.

A short horizontal bar with a teal left half and an orange right half.

# Revenue

## 01

Additional revenue from public transport can be gained by maximising advertising revenue, by managing this properly and by making better ticketing options available.

### **Advertising:**

Allow local or national agencies to bid on the space and on-sell through their networks. Most advertising on buses hasn't changed in years and could be better utilised. Outsource this to an agency to manage and take an annual license fee.

### **Ticketing:**

Paying for what you use is a good basic system but enabling people to buy annual passes with unlimited travel offers high immediate income and increased usage. People will use it if it's been paid in advance and companies may buy annual passes for employees to encourage ditching cars or as work incentives. Using things like Apple pay could also help uptake.



# Hydrogen

## 02

By investing in Hydrogen power you overcome one of the biggest barriers to further growth - application. By becoming a customer of the infrastructure you encourage fueling stations and increase awareness thus supporting future investment and being a leader in the country.

### **Application:**

Replace the existing ageing diesel buses and cut emissions while supporting new investment and jobs. Failing to commit to this will also be seen as a lack of faith in the future of hydrogen energy in the region.







## Light rail

### 03

Taranaki and especially Inglewood, Stratford, Bell Block and New Plymouth have a connecting rail network that is under utilised. Low cost commuter transport could connect the smaller towns to economic hubs.

**To investigate:**

Hydrogen powered light rail connecting Stratford to New Plymouth and towns in between will reduce the road usage especially between Bell Block and New Plymouth which sees peak loading of roading at commuter times.







## Easier access

### 04

Clearer communication of when buses are arriving will help people understand whether it's worth waiting or if they've missed the latest one. Making routes clearer would also make it easier for new generations to use buses.

#### Applications:

Using digital displays and apps to make it clearer may help people use the system by understanding how easy it is to use. Currently the timetables aren't familiar or easy to decipher.





# Thank you.





## Sources

Auckland transport emissions -

<https://at.govt.nz/about-us/news-events/new-zealands-first-hydrogen-powered-bus-coming-to-auckland/>

## Draft Regional Public Transport Plan 2020-2030

Submission by Climate Justice Taranaki Inc., 24th September 2020

### Introduction

1. Climate Justice Taranaki Inc. (CJT) is a community group committed to justice, action and true solutions to our climate crisis. Our members include scientists with bachelor degrees in ecology, geography, anthropology up to coral ecologists with doctorates. Most of us are parents or grandparents. We are community and market gardeners, farmers, writers, teachers, musicians, artists, community organisers and researchers.
2. We thank the Taranaki Regional Council for the opportunity to submit on the *Draft Regional Public Transport Plan 2020-2030* and would like to speak to our submission.
3. We believe that the Draft Plan lacks vision, passion and the *ihi* required that we are facing at the moment: transport-based emissions, climate crisis, rural isolation or urban sprawl. Public transport is a key solution to all these problems and if done well has the ability to transform, connect and empower communities while preserving the environment.

### What public transport enhancements should be considered in the regional service review proposed for later this year?

4. We welcome the proposed increase of frequency of Connector trips.
5. We also welcome the implementation of increased services levels between Waitara, Bell Block and New Plymouth.
6. It is our view that ALL services need to be increased. We need adequate weekend buses across New Plymouth and we need all urban routes running at least every 30 minutes, as well as in the evening.
7. Integrating the airport into the public transport network is important. Currently, there are no public transport options to get to and from the airport. It would be possible to integrate the airport with the current Waitara bus service.
8. We want public transport adequately funded. We believe that the current \$4 million annual budget is completely inadequate. The website *Talking Transport* recently analysed the public transport service and operational expenditure (\$ per capita per annum). Wellington spends close to \$500, Auckland has been steadily increasing to

\$350 while Christchurch sits at just over \$100

(<https://talkingtransport.com/2020/05/22/public-transport-funding-comparison/>). If we take Taranaki's population of 122,700 and divide by the \$4 million spent on public transport, we end up with a meagre \$33. This is why our public transport system is in the state that it is: it is underused because it is underfunded and not the other way round!

9. We are disappointed that the No. 40 to Oakura was cancelled recently. We urge the council to reinstate this service and work on the connection of Okato into the public transport system.

*Should the Council continue to provide rural or urban bus services if there are very few (one or two) regular users?*

10. Yes. The Land Transport Management Act 2003 "councils and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers." It is our opinion that simply cancelling services because there are few users goes against the principles of the Act (Section 115, 1, (a)).
11. Feedback we are hearing from the community is that bus service is so user-unfriendly, that people don't bother which then leads to infrequent use and Council cutting services. Rather than blaming customers, it is our view that Council has failed to adequately fund and promote a decent public transport system for our region. Doing the bare minimum is simply not enough!
12. *Should concession fares remain available for cash-paying passengers, or restricted only to those paying by bus card?*
13. We think concession fares should still remain available for cash-paying passengers. What is the rationale for not allowing that? Some people may choose not to get a BeeCard, some people may accidentally leave their card at home or have it stolen. They should still qualify for a discounted cash fare.

*Should a transition to low-emission buses be a priority over the coming three years (2021-2024)?*

14. Yes. Electrification of the bus fleet is a no brainer. In Canterbury, electric buses are already used on Route 29 to the airport (see <https://www.redbus.co.nz/about/electric-buses/>). These buses are capable of

traveling a minimum of 250km on a single charge and they will operate in service for up to 20 hours a day, seven days a week.

Further comments

15. **Free public transport** - municipalities across many countries of the world offer free public transport with much success, some for several decades ([https://en.wikipedia.org/wiki/List\\_of\\_free\\_public\\_transport\\_routes](https://en.wikipedia.org/wiki/List_of_free_public_transport_routes)). Luxembourg is the first country to offer free public transport as of this year (<https://www.theguardian.com/world/2018/dec/05/luxembourg-to-become-first-country-to-make-all-public-transport-free>).
16. Free public transport can also be offered in stages such as weekends and holidays or in CBDs, gradually shifting to all days and all regions. It needs funding for services, easy access and especially promotion to use it. Free public transport is achievable if the budget spent on more new roads is redirected.
17. Free public transport is desirable if it is promoted with routes and schedules that are well-connected for maximum use. Drivers need to be well paid and supported with well maintained facilities.
18. **Rail transport** - upgrade and expand line networks and electrify rail now to encourage renewable energy development. We think it is a mistake not to consider rail passenger services in this plan.
19. There is a wider move to get freight off roads and to greatly reduce roading maintenance costs and traffic accidents. An example is the amount of dairy trucked around the country to centralised processing plants and markets that then get trucked back to regions or go off overseas to countries that can produce their own dairy.
20. Expanding the rail network and re-opening it to passenger services has to be a key element of sustainable transport planning.



# TARANAKI REGIONAL PUBLIC TRANSPORT PLAN 2020-2030



Working with people | caring for Taranaki

**Regional Public Transport Plan**  
**for Taranaki**  
**2020/2030**

Taranaki Regional Council  
Private Bag 713  
Stratford  
Document No: 2470199

October 2020





## Foreword

(to be inserted)



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## 1. Introduction

The *Taranaki Regional Public Transport Plan* (RTP or the plan), prepared by Taranaki Regional Council (the Council), is a strategic document that sets out the objectives and policies for public transport in the region, and contains details of the public transport network and development plans for the next 10 years (2020-2030).

### Purpose

This plan provides a means for the Council, public transport operators and other key stakeholders to work together in developing public transport services and infrastructure. It is an instrument for engaging with Taranaki residents on the design and operation of the public transport network.

The council is responsible for deciding which public transport services are needed in their region. The money to fund these contracts comes mainly from regional council ratepayers, Waka Kotahi NZ Transport Agency (Waka Kotahi), and fares from passengers using the service.

The decision as to which services should be provided is made through the preparation of this RTP, and the consultation involved in that process. Regional public transport plans are prepared under the *Land Transport Management Act 2003* (LTMA).

### RTP review process

This plan has been prepared by the Taranaki Regional Council following circulation of a discussion document to stakeholders from territorial authorities, the education, health and access and disability sectors.

## 2. Strategic context

### Land Transport Management Act 2003

The *Land Transport Management Act 2003* (LTMA), as amended from time to time, is the main statutory framework for land transport planning and funding in New Zealand.

The purpose of LTMA is to “contribute to an effective, efficient and safe land transport system in the public interest”, and requires regional councils to adopt a regional public transport plan (RPTP). The LTMA prescribes how plans are to be developed, and sets out the matters that must be contained in a plan. It also describes the purpose of the plan, which is to:

- describe the public transport services that are integral to the public transport network
- define the policies and procedures that apply to those public transport services
- identify the information and infrastructure that supports public transport

Principles of the *Public Transport Operating Model* (PTOM) have been incorporated into the LTMA. PTOM is a system for planning, procuring and funding public transport. It aims to increase patronage with less reliance on public subsidies, through improved collaboration between operators and regional councils. PTOM requires all bus services to be divided into units and provided under exclusive contracts to the council. However, services which do not form part of the core public transport network are exempt from operating under contracts.

Adoption of the RPTP will enable the Council to procure services required to deliver an integrated public transport network.

### Government Policy Statement on Land Transport

The *Government Policy Statement* (GPS) sets out the government’s desired outcomes and funding priorities for the land transport sector, and is the policy document that directly influences decisions on how funding from the *National Land Transport Fund* (NLTF) is invested for the next three year period. ‘

*The Government Policy Statement on land transport 2021 builds on the direction set in GPS 2018 and continues the Government’s commitment to safety within the transport system. The Policy Statement also prioritises better travel options in our towns and cities, and supports investments for improving freight connectivity through rail and coastal shipping. By including Climate Change as a strategic priority, the GPS highlights the Government’s commitment to reducing greenhouse gas emissions in the transport system.*

The four strategic priorities for GPS 2021 are:

#### Safety

Developing a land transport system where no one is killed or injured.

#### Better Travel Options

Providing people with better transport options to access social and economic opportunities

#### Climate Change

Developing a low carbon transport system that: supports emissions reductions, while improving safety and inclusive aspects

#### Improving Freight Connections

Improving freight connections for economic development

## Regional Land Transport Plan for Taranaki 2015/2016 – 2020/2021

The role of the *Regional Land Transport Plan* (RLTP) is to provide strategic direction to land transport in the region and set out how the region proposes to invest to achieve its objectives.

The purpose of the Plan is to:

- Identify the key transport issues and challenges in the Taranaki region, and how land transport activities proposed in the Plan will address these issues.
- Set out the region's land transport objectives, policies and measures for at least 10 financial years.
- List land transport activities in the region proposed for national funding during the six financial years from 1 July 2015 to 30 June 2021.
- Prioritise regionally significant activities.
- Provide a ten-year forecast of anticipated revenue and expenditure on land transport activities.

The overall vision for land transport in Taranaki is –

“A safe, effective and efficient land transport network, integrated across the whole transport system, which enables Taranaki to thrive and to lead sustainably prosperous New Zealand.”.

## Long-Term Plans

The Council's Long-Term Plan (LTP) describes how the council is to deliver the outcomes agreed to by the local community, the level of rates expected for the first three years of the LTP and other information pertinent to the community. One aspect of a LTP is to set out public transport activities and funding sources for the next ten years

## Taranaki 2050 Roadmap

In August 2019, Taranaki launched a co-designed Roadmap for how the region will transition to a low-emissions economy by 2050. A collaborative process has been used to further develop detailed actions across the 12 pathways the Roadmap identifies, with Transition Pathway Action Plans (TPAP) being created for each area.

The Taranaki 2050: Infrastructure and Transport TPAP was released on 8 June 2020. The TPAP describes the actions required to assist infrastructure and transport developments in Taranaki to achieve a low-emissions economy.

One area of Council's contribution is the introduction of low-emission, alternate fuelled buses e.g. electric. The transition to low-emission vehicles needs to be factored into future development of services. A separate study assessing suitable alternate fuelled bus options and costs has already been planned and will be completed in 2020/2021.

## 2.1. Period of the Plan

Section 126 of the LTMA states the RPTP must, at all times, be kept current for a period not less than 3 years in advance, but not more than 10 years in advance. The Council may review the Plan from time to time but the Plan must be reviewed and, if necessary, renewed or varied, after the public transport service components of a RLTP are approved or varied.





### 3. Our current public transport system

Taranaki has a total population of 122,700 people and ranks 10<sup>th</sup> in population size out of the 16 regions in New Zealand<sup>1</sup>.

Bus patronage has grown in the region from 407,000 trips in 2009/2010 to just under 650,000 in 2018/2019 an increase of 60%. Patronage in 2019/2020 dropped to 537,995 due to the impacts of COVID-19. While overall patronage has increased in recent years due to the introduction of the new Connector service (2014), and growth on the Citylink service from groups less likely to afford their own transport e.g. school students, patronage on the rural Southlink Ōpunake to Hāwera and Southlink Waverley to Hāwera services have declined over the last few years.

The regional services are classified as:

- Urban
- Rural
- Connector



Figure 1 Public transport decision making framework

Services within north Taranaki account for 95% of the region's public transport trips, comprised of 10 urban routes, (with the ceasing of the urban service to Oākura in June 2020) and an additional 27 routes catering mainly to school students, operating Monday to Friday, with two urban services operating on Saturdays. There are no services operating on Sundays or public holidays. All urban buses are wheelchair accessible and have bike racks fitted and all but one of the school buses are wheelchair accessible.

The Hāwera to New Plymouth 'Connector' bus service accounts for less than 5% of the region's public transport trips and is comprised of one main bus operating four return trips Monday to Friday. It provides a link service to centres along State Highway 3. The main bus is supplemented by an additional bus to manage the high numbers of mainly Western Institute of Technology at Taranaki (WITT) students, travelling in the morning and afternoon, during term times only. The service does not run Saturday, Sundays or public holidays. The Connector buses are not wheelchair accessible.

The other three rural Southlink services provide a twice-weekly service from Waverley and Pātea to Hāwera and once-a-week services covering Ōpunake, Rāhotu, Parihaka, Ōkato, Kaponga and Manaia. These services account for less than 1% of trips regionally.

<sup>1</sup> Statistics NZ 2019

## Current Network

### Taranaki public transport services



Taranaki services are similar to most other services in New Zealand where passenger fares received do not cover the full cost of providing public transport. Because of this there is an ongoing reliance on additional funding. The total gross cost of public transport contracts in the region is approximately \$3.2 million per annum and is funded through:

- Fares
- Government investment from the National Land Transport Fund, and
- Local government funding through rates

In addition, a minor source of revenue is received from selling advertising space on the backs and sides of the buses.

The Council also manages the Total Mobility Scheme. The scheme operates throughout the region with approved operators located in north Taranaki, Stratford and Hāwera. The scheme provides subsidised door-to-door transport for people with impairments affecting their ability to use bus services. It has 1,701 registered clients who undertook 50,522 trips in 2019/2020. Additionally, Ironside Vehicle Society receives funding support for its specialised wheelchair service undertaking 4,714 subsidised trips in 2019/2020.

The Taranaki region has limited public transport services and is viewed as a 'small' region in terms of the scale of services and funding and is comparable to Northland and Hawke's Bay regions. The Council contracts out the provision of public transport in the region. Bus services are funded through targeted rates, with Total Mobility services funded through general rates.

### **Passenger rail services**

The region does not have any public passenger rail services. Given the investment signals from the Government Policy Statement on Land Transport Funding 2018/19 – 2027/28 (GPS), it is not considered appropriate to propose any light rail passenger transport services within the period of this plan.

As stated in GPS 2021 Table 4: Investment expectations for Government Commitments to be met in NLTPs:

The New Zealand Rail Plan outlines the Government's vision and priorities for rail. The long-term vision is for New Zealand's national rail network to provide modern transit systems in our largest cities, and to enable increasing volumes of freight to be moved off the roads and onto rail. Over the next decade investment is needed to achieve a reliable and resilient national rail network. This requires investment in both the national rail freight network and our metropolitan rail networks.

## 4. Strategic case

This section provides a summary of the strategic case for the RPTP. The strategic case forms part of Waka Kotahi's business case approach to investment in transport.

As part of the development of the Plan, regional problems, the benefits of addressing the problems and responses to them, taking into account some initial feedback from stakeholders, have been identified.

### Problem 1

The ease of driving and high car ownership in the region along with general low profile and (legacy) low perception of public transport is leading to a decline in patronage growth from those that have their own vehicles.

Taranaki's public transport network is centred on two main week-day units. These are New Plymouth, Bell Block, Lepperton, Waitara, Urenui and Ōakura, (Citylink) and Hāwera to New Plymouth via SH3 (Connector). The level of vehicle commuting between the various centres is significant; many people commute between north and south Taranaki and east of New Plymouth city and vice versa. Similarly, students traverse frequently between the centres, for tertiary, secondary or special charter education.

Parking in all centres is plentiful and either cheap or free; district plan rules ensure parking provisions for businesses. Within New Plymouth city there is plenty of free all day parking within easy walking distance of the CBD.

Areas of rural Taranaki are covered by the Southlink services Ōpunake to Hāwera and Ōpunake to New Plymouth (both once-a-week) and Waverley to Hāwera (twice-weekly). The choice of living in rural areas of Taranaki means that access to a private motor vehicle is high with 84% of households in the South Taranaki District having access to one or more vehicles (2018 Census).

Public transport in the region is traditionally viewed as a mode to be used by people without easy access to private transport options i.e. the transport disadvantaged. In the absence of any bus prioritisation, or deterrents to private vehicle use such as congestion or parking availability/costs, drivers do not consider public transport as an option for them. The convenience of driving outweighs any other reasons for using public transport.

### Access to motor vehicles in Taranaki Region

	2001	2006	2013	2018
Taranaki region	90%	92%	93%	87%

### Adult patronage as proportion of total bus patronage

	2014/15	2015/16	2016/17	2017/18	2018/19
Total patronage (all fare categories)	610,470	605,603	614,811	624,286	649,874
Adult patronage (excludes SuperGold)	42,809	41,511	38,254	38,359	36,013
Percentage	7.0%	6.9%	6.2%	6.1%	5.5%

Figures for 2019/2020 were not presented as all patronage was recorded as 'Adult' patronage while services operated under COVID-19 Alert Levels 4 and 3.

## Problem 2

Limited accessibility and frequency of bus services is leading to under-utilisation of public transport.

Significant improvements have been made to Taranaki's bus networks over the last 10 years. The current operating structure for the Citylink services has been in effect since 2010. The network was viewed as fit for purpose, with nine peak services and five off-peak services operating. These are now supported by 27 additional peak services used mainly by school students. Student dominated services and the required resourcing limits the ability to enhance peak services to attract other users. The Citylink services (excluding the school services) follow a traditional hub and spoke model, with a pulse timetable, where most buses leave from and return to the New Plymouth CBD at the same time.

The Connector service commenced in February 2014. This is funded in part by the Western Institute of Technology at Taranaki (WITT) and the Taranaki District Health Board (TDHB). This is a one bus service, operating four return trips from Hāwera to New Plymouth. The travel distance (approximately 80km per trip) and travel time (approximately 90 minutes per trip) make service enhancements impossible without adding an additional vehicle/s.

The Southlink services were implemented to provide an opportunity for the transport disadvantaged to access services in the larger centres, namely New Plymouth and Hāwera. Patronage has declined steadily over the last few years with only a handful of regular users remaining, of which most of these travel for free under the Government SuperGold Card free off-peak travel scheme.

An example of a decrease in patronage is on the Waverley to Hāwera service. In 2012/2013 2,462 trips were recorded, with just 1,028 trips in 2019/20. This is a decrease of 58%.

Fares on the Connector service have remained unchanged since it started in 2014 and the last Citylink fare increase was in 2016. It is important to note that the fares have never been increased on the Southlink services. Council has recently reduced fares to a flat fare structure on two of the services, Ōpunake to Hāwera (now \$2) and Waverley to Hāwera (now \$3). This was to test whether fares may be a barrier to use and therefore a fare reduction would boost patronage.

The provision of fixed route, scheduled bus services is expensive. More frequent services or additional peak buses could be added but the cost of doing so needs to be carefully weighed against the potential use, especially considering the region's low population density and high car ownership. Any increase in service levels or increase in bus numbers will add a *significant cost to ratepayers* through targeted rates and taxpayers through central government investment.

### **Problem 3**

The current car focused investment model in provincial areas is leading to a suboptimal transport system that does not effectively integrate public transport.

Transport planning and investment has traditionally been targeted at providing ever-improving roads, with public transport filling a minor role. Added to this is the region's dispersed communities and centralised location of essential services. These factors coupled with low population density, makes the provision of traditional public transport difficult and costly.

Traditional land use planning does not factor the provision of public transport into planning decisions. New residential areas continue to be developed without consideration for future public transport infrastructure or services. When services are considered the retrospective siting of infrastructure becomes problematic as many residential owners do not want bus infrastructure situated outside their property.

What Council would like to see is better integration of public transport into the transport system which, subject to proven demand and affordability, can play a greater role in the future. It is expected that there will be increasing demand for more services with greater coverage and a greater demand for specialist services such as Total Mobility and demand responsive services. This may require a different approach to public transport.

## 5. Benefits of addressing the problems

The benefits of addressing the issues identified equate to our long-term vision for the Taranaki region, which can be expressed as:

Benefit one: accessible and integrated public passenger transport services that caters to the needs of people at a reasonable cost:

- gets people to where they want to go
- is affordable for users and funders

With greater collaboration between all governing public transport agencies a more user-friendly journey experience that gets people to where they want to go can be achieved. However, this must be balanced against the cost of providing the services so that they remain affordable for users and funders.

Benefit two: contributes to a prosperous, connected, healthy, vibrant and environmentally sustainable community:

- enhances the health and wellbeing of our people
- improves the social cohesion of our communities
- makes our city and towns more liveable

There is strong evidence that there are significant economic, social and health benefits to enabling people to travel independently and safely around their local community. Communities that move around also interact with each other and are strengthened in the process.

A key benefit of moving people more effectively is the corresponding improvement in community wellbeing. Decreasing the priority for cars while increasing public transport priority will result in more areas of the region becoming attractive places to live.

The benefits also strongly align with wider regional and Government aims. These being:

- transitioning to a low-carbon economy, particularly relevant in Taranaki with the Council a stakeholder in the Tapuae Roa Strategy and Taranaki 2050 Roadmap
- recognising the wider social health and environmental benefits of public transport

The Council acknowledges the New Plymouth District Council's opportunity to participate in its Integrated Transport Strategy and the future collaborative direction this will provide. NPDC has stated it is keen and willing to invest early in improving the quality, frequency and geographical coverage as well as increasing the level of subsidy to reduce the cost at the point of use.

Together, we view a combined investment in public transport services as a strategic alternative to building more infrastructure to accommodate population growth as well as mitigating climate change.

The Council acknowledges that greater public transport investment will result in significant transportation infrastructure savings and therefore lower costs over the long-term for our community.



## 6. Objectives, policies and actions

This chapter sets out the policies that apply to public transport services in the Taranaki region, and the actions that the Council proposes to take to implement those policies.

The Council's vision for public transport is:

*"accessible and integrated public passenger transport services that cater for the needs of the people of Taranaki (including the transport disadvantaged) at a reasonable cost and in a manner which contributes to a prosperous, connected, healthy, vibrant and environmentally sustainable community".*

Each section has the following format:

**Objective:** a statement describing the aim of the policy area

**Discussion:** a summary of the context for the policy area, including the issues it is addressing and the outcomes that it affects

**Policies:** the general course of action that the Council will follow to achieve each objective and guide its decisions on the future delivery of public transport services in Taranaki

**Actions:** the specific actions that the Council intends to take to implement each policy

Implementation of the policies and actions depends on whether funding is available.

The Council will ensure that the objectives, policies and actions in this Chapter are reflected in the provisions of contracts with public transport operators.

Unless specifically identified, the policies and actions outlined in this chapter do not apply to exempt services.

The lists of policies and actions are not in order of priority. The Council will assess and prioritise actions during the period of the plan, subject to available resources.

### 6.1. Network

#### **Objective 1: A core network of accessible, integrated and reliable public transport services that support Taranaki's communities.**

The Council proposes to provide a core network that is accessible, integrated and reliable connecting regional centres to key urban centres providing access to employment, education, health, welfare, social, and retail services. The Council acknowledges that quality and high frequency public transport leads and has to come before patronage not the other way around.

A core network provides significant longer-term benefits for Taranaki, notably:

- efficient use of resources
- increased patronage as users can rely on consistent, dependable services
- efficient use of infrastructure, as it is used more frequently.

Investing in this type of network is expected to achieve better value-for-money outcomes for the Council and its funders.

The changing nature of demand means that there will be ongoing need to review existing services and consider new and innovative responses to changes in the region. The policies and actions below provide the opportunity for revised and new services to be implemented where these meet identified demand or social need in an affordable and integrated manner.

Policies	Actions
1.1. Provide a core network of integrated and reliable services	Continue to provide both urban, rural and connector public transport services, where appropriate, subject to meeting service KPI's
1.2. Encourage mutually supportive land use and public transport development policies	Work with the territorial authorities to promote transit oriented development around greenfield and urban intensification proposals
1.3. Investigate new service opportunities	Investigate options for trial services where gaps in the network exist or as new development occurs
1.4. Provide services that are responsive to population and business growth	Work with the territorial authorities to investigate and develop new and or trial services in responsive to population and business growth

## 6.2. Services

### Objective 2: Responsive services that connect people with where they want to go.

The urban and connector service network will be the core of a timely route structure operating generally Monday to Friday (excluding public holidays) with limited urban services operating on a Saturday. Routes will mainly service major residential areas, schools, commercial and where possible industrial estates, and be integrated to maximise the range of travel options and destinations.

The rural service network will operate generally once-a-week to provide a lower frequency of geographic coverage across the region. Where possible, the rural services will be routed to enable passengers to make connections to the urban, connector and exempt services for example inter-regional bus services. This will allow more passengers to access a wider range of destinations throughout the region.

Passengers will be expected to transfer between services to complete their journey, therefore, the network will depend upon enabling passengers to move easily between different services, having appropriate infrastructure at the key interchange points and providing high quality customer information.

Policies	Actions
2.1. Provide a network of public transport services	<p>Plan and procure services using the following service layers:</p> <ul style="list-style-type: none"> <li>• Urban: Regular frequency service (generally Monday to Saturday) that provides connections between, Bell Block and Waitara, to and from New Plymouth (Ōakura urban service was discontinued in 2020 due to low patronage)</li> <li>• Rural: Low frequency service (minimum weekly) that provide access to town centres for social, welfare, health and activity services</li> <li>• Connector: moderate frequency service (generally two-hourly week days) connecting Hāwera and New Plymouth</li> </ul>
2.2. Provide a public transport network that maximises the range of travel options and destinations available	Design routes and timetables to provide convenient connections between services and to minimise total journey time, including waiting time for connections
2.3. Enable timely and cost-effective service provision in developing urban areas in collaboration with territorial authorities	<ul style="list-style-type: none"> <li>i. Encourage planning decision-makers and authorities to ensure that public transport corridors are identified and provided for in all significant new developments.</li> <li>ii. Where appropriate introduce public transport (initially under trial) services in new and developing areas in a timely and cost effective manner</li> </ul>
2.4. Ensure that services respond to identified customer needs	<ul style="list-style-type: none"> <li>i. Consult operators, passengers, and the public in the affected areas during service planning and reviews prior to procurement</li> <li>ii. Consider options for trial or new services where these are shown to meet customer demand in an affordable cost-effective and integrated manner and introduce such changes as a variation to this Plan where appropriate.</li> </ul>
2.5. Maintain consistent levels of service in each service layer, appropriate to demand	<p>Provide the following minimum service levels for each service layer:</p> <ul style="list-style-type: none"> <li>• Urban: Peak 40 minutes</li> <li>• Off-peak 70 minutes</li> <li>• Rural: Once-a-week with approximately two hour stopovers</li> <li>• Connector: two hourly between 6am-7pm, weekdays (excluding public holidays)</li> </ul>

Policies	Actions
2.6. Enable timely and cost-effective service adjustments to meet demand	<ul style="list-style-type: none"> <li>i. Put mechanisms in place within the PTOM contracting environment to allow service provisions to be adjusted efficiently and effectively to match demand, fare revenue, and respond to new service opportunities.</li> <li>ii. Put mechanisms in place to enable efficient communication with public transport passengers, to ensure that services can continue to respond to demand</li> </ul>

### 6.3. Service quality

#### Objective 3: A convenient and reliable public transport system using modern vehicles

A high quality public transport system gets passengers to where they want to go quickly, and provides reliable whole-of-journey travel times. The most important consideration for passengers and potential users is reliability - a trip leaves on time and arrives at (or very close to) the scheduled time.

Operational monitoring and fleet improvements will assist in reducing travel times and increase service reliability. However, where buses mix with traffic, journey times and reliability are affected by external factors.

All vehicles operating on current service contracts will be required to comply with Waka Kotahi's **Requirements for Urban Buses** (subject to any approved exemptions).

The PTOM provides for a partnering approach, where the Council and operators collaborate to achieve ongoing service and quality improvements.

The Council will also monitor trends in patronage to facilitate systematic improvement of the network through improved planning and operational and cost-efficiencies.

Policies	Actions
3.1. Develop realistic, achievable timetables that are reliable and dependable	<ul style="list-style-type: none"> <li>i. Develop timetables using actual monitored travel times.</li> <li>ii. Work with operators to monitor actual travel times (if possible using GPS real time tracking) and other performance measurement systems, and modify timetables as required to provide customers with a high standard of service reliability.</li> </ul>
3.2. Improve public transport journey times where possible	<ul style="list-style-type: none"> <li>i. Increase electronic Smart Card usage (on applicable services) to reduce boarding times</li> <li>ii. Advocate for investigation of bus priority measures along key corridors to reduce bus journey times where appropriate</li> </ul>

Policies	Actions
	<ul style="list-style-type: none"> <li>iii. Advocate for specific measures to reduce the operating time of services, such as stop rationalisation or bus priority signage, where appropriate</li> </ul>
3.3. Provide a reliable, punctual, customer focused network of services	<ul style="list-style-type: none"> <li>i. Specify whole network standards for reliability and punctuality, and incentivise good service performance through the PTOM contracts</li> <li>ii. Work in partnership with operators to continually improve reliability, punctuality, safety and all aspects of customer service</li> <li>iii. Effectively and efficiently monitor services and manage performance through appropriate contractual methods, as required</li> <li>iv. Work with operators to carry out driver and staff training, including customer service training, to ensure a consistent high standard of presentation and performance</li> <li>v. Specify driver, crew, and staff training as a condition of any contract with the Council</li> <li>vi. Require operators to ensure that training and performance includes the safety of the public, both on and off the vehicle, including the safety of cyclists</li> <li>vii. Require the inclusion of disability awareness training, and training on the needs of passengers with special needs, for all staff who are in contact with customers</li> </ul>
3.4. Ensure that all vehicles meet required standards	<ul style="list-style-type: none"> <li>i. Ensure that all future urban bus service contracts comply with Waka Kotahi's Requirements for Urban Buses</li> <li>ii. Specify vehicle size and quality on rural and connector contracts match service demand, terrain, and road conditions as required</li> <li>iii. Enable cyclists to better access the public transport system, by providing bike racks on selected services</li> </ul>
3.5. Ensure agreements encourage good operator performance	<ul style="list-style-type: none"> <li>i. Incorporate specifications and a KPI regime including service reliability and punctuality, quality, compliance, customer service, and safety in PTOM service agreements</li> <li>ii. Where performance is consistently high and patronage has increased, ensure that appropriate reward mechanisms exist within contracts or through the PTOM framework</li> </ul>

Policies	Actions
3.6. Monitor and continuously improve service delivery	<ul style="list-style-type: none"> <li>i. Work with operators to access operational information in a timely fashion, and include conditions for timely operational reporting in PTOM contracts</li> <li>ii. Require contracted service operators to provide operational information, as required, including: <ul style="list-style-type: none"> <li>• Reliability (early running)</li> <li>• Reliability (cancellation)</li> <li>• Punctuality (late running)</li> <li>• Patronage and passenger kilometres</li> <li>• Service inputs (in-service kms and hours delivered)</li> <li>• Farebox revenue</li> <li>• Safety and security</li> <li>• Driver training</li> </ul> </li> <li>iii. Ensure that suppliers have sufficient information about service performance across the whole network, so that they can continually improve services offered to customers</li> <li>iv. Utilise shared, centrally accessed service specifications, service performance, and service measurement data between the Council and operators to improve service performance</li> <li>v. Collect customer feedback on service quality and performance (through surveys, customer complaint processes, and other methods) including information about: <ul style="list-style-type: none"> <li>• Reporting timeliness</li> <li>• Customer satisfaction</li> <li>• Passenger facilities (on bus)</li> <li>• Complaints (including number resolved)</li> </ul> </li> </ul>

## 6.4. Farebox recovery

### Objective 4: Effective and efficient allocation of public transport funding

Farebox recovery is the measure of operational bus expenditure funded by passenger fares. For the last several years the annual regional farebox recovery rate has been approximately 39% however in 2019/2020 this was down to 37%. The current balance between users, ratepayers and Waka Kotahi towards the total cost of providing the regions bus services are:

- i. Passenger fares 37%
- ii. Ratepayers 31%
- iii. Waka Kotahi 32%

The farebox recovery policy aims to maintain or increase the ratio of user fares to operating costs. The farebox recovery policy is included in Appendix C.

## 6.5. Fares and ticketing

### Objective 5: A fares and ticketing system that attracts and retains customers

Fares will be subject to regular review and adjustment, to ensure that user charges keep pace with changes in operating costs, and that the farebox recovery targets in Section 4.2 are achieved. The Council will continue to review the targets to ensure that they achieve an optimum revenue balance between fares and patronage. It is intended to achieve improvements in farebox recovery through increasing patronage and carefully managing operating costs balanced with fare increases.

The introduction of a new ticketing system will enable Council to be more flexible in the fare structures it can offer. One option is fare capping. Fare capping is a pricing concept that limits the total amount of fares each passenger pays for a defined period of travel. An example is weekly capping where a passenger might only pay for four days while travelling for five days. The benefits for passengers is affordability, no upfront costs and the more travel undertaken within the defined period the less each trip costs.

Policies	Actions
5.1. Implement a fares and ticketing system appropriate for the level of service provided	<ul style="list-style-type: none"> <li>i. Ensure all operators implement the required fare and ticketing systems</li> <li>ii. Ensure that all fare revenues collected by operators, and third parties are auditable and available for apportionment</li> <li>iii. Where required assign unit operators to use and manage, Council supplied, electronic ticketing equipment, and to provide an electronic fare collection system</li> <li>iv. Investigate other fare structure options made capable by the new ticketing system</li> </ul>
5.2. Maintain fares at a level that will assist in achieving farebox recovery targets	<ul style="list-style-type: none"> <li>i. Conduct regular annual reviews of operating costs and Waka Kotahi indexation levels to determine the extent of any fare adjustments required to maintain farebox recovery targets in Policy 9.2</li> <li>ii. Implement actions to reduce operating costs and/or increase patronage</li> </ul>
5.3. Provide concession fares for target groups on services	<ul style="list-style-type: none"> <li>i. Retain existing urban services fare concessions for target groups, including: <ul style="list-style-type: none"> <li>• Children under 5: free</li> <li>• Children 5-15 years of age</li> <li>• Secondary school students aged 16-18 years</li> <li>• Tertiary students</li> <li>• Community Service Card holders</li> <li>• ACCESS card holders</li> </ul> </li> </ul>

Policies	Actions
	<ul style="list-style-type: none"> <li>• Seniors</li> <li>• SuperGold Card free off-peak</li> </ul> <p>ii. Retain existing rural services fare concessions for target groups, including:</p> <ul style="list-style-type: none"> <li>• Children under 5: free</li> <li>• Children 5-15 years of age</li> <li>• Seniors</li> <li>• Community Service Card holders</li> <li>• SuperGold Card free off-peak</li> <li>• ACCESS card holders</li> </ul> <p>iii. Provide connector service fare concessions for target groups, including:</p> <ul style="list-style-type: none"> <li>• Children under 5: free</li> <li>• Children 5-15 years of age</li> <li>• Secondary school students aged 16-18 years</li> <li>• Seniors</li> <li>• Community Service Card holders</li> <li>• SuperGold Card free off-peak</li> <li>• ACCESS card holders</li> <li>• Tertiary students</li> </ul> <p>iv. Regularly review concessionary fare levels and affordability</p> <p>v. Regularly review Total Mobility subsidy rates, in consultation with stakeholders, to determine whether they continue to meet user needs</p> <p>vi. Consider short-term promotional fare discounts to support new or improved services</p>
5.4. Ensure that all users pay the correct fare	Following implementation of the new electronic ticketing system develop a fare inspection, enforcement, and auditing regime through operator contracts, to ensure that all passengers pay the correct fare and to minimise the opportunity for fraud.
5.5. Participate in the collective regional council electronic ticketing project	<p>i. Continue to participate in the collective regional council Service Level Agreement with the contracted provider</p> <p>ii. Assess, when appropriate the, value for money case of participating in Project NEXT (National Ticketing System)</p>

## 6.6. Process for establishing units

**Objective 6: Follow all legislative requirements and Waka Kotahi guidelines to establish units that will be contracted to Council**



Amendments to the LTMA in 2013 introduced the concept of a unit. A 'unit' means:

a public transport service, or group of public transport services:

- a. that a regional council identifies as integral to the region's public transport network; and
- b. that operates, or will operate, on the entire length of one or more routes specified in the regional council's regional public transport plan; and
- c. that includes all of the public transport services operating to a timetable that applies to the entire route or routes specified for the unit.

Policies	Actions
6.1. Implement a process for establishing operating units for all public transport services that will be contracted to the Council	Follow Waka Kotahi's guidelines for preparing regional public transport plans and LTMA requirements,

## 6.7. Procurement approach for units

### Objective 7: A procurement system that supports the efficient delivery of public transport services

Urban public transport services (except for exempt services) will be procured through price and quality-based service contracts while all rural public transport services will be procured through either direct appointment or staged service contracts.

All public transport services described in this Plan (other than exempt services) will be required to be provided under contract to the Council as part of a unit, in order to implement the policies and actions described in this Plan.

The urban service in Taranaki will be subject to a partnering contract designed to be consistent with requirements in the Agency's procurement manual. Exempt services will continue to operate outside the PTOM and not provided under contract to the Council.

Policies	Actions
7.1. Ensure the appropriate allocation of roles, responsibilities, and risk between the Council and operators using the PTOM	<p>Work with operators, suppliers, and funders to align with the PTOM to deliver an efficient and effective range of public transport services across the region. Specifically:</p> <ol style="list-style-type: none"> <li>i. All public transport services that are integral to the regional public transport network described in this Plan (other than deemed exempt services) will be grouped into units, based around logical geographic catchments, and taking into account the need for units to be of sufficient size to ensure a competitive service supplier market and deliver efficient and effective services which can increase patronage</li> </ol>

Policies	Actions
	<ul style="list-style-type: none"> <li>ii. All public transport services described in this Plan (other than exempt services) will operate under a contract with the Council, in order to implement the policies and actions in this Plan.</li> <li>iii. Each unit will form the basis of an individual PTOM contract with the Council</li> <li>iv. The financial incentive mechanism that will be incorporated into the partnering contracts will describe a shared responsibility between the operator and the Council for growing the business, and sharing the fare revenue risk and reward</li> <li>v. All contracts will include key performance indicators around service performance, quality, cost effectiveness, and safety</li> </ul>
7.2. Ensure service continuity to the travelling public	<ul style="list-style-type: none"> <li>i. Incorporate appropriate service continuity provisions into the unit contracts that include appropriate mechanisms for eliciting changes to a unit when network or service review processes deem this necessary</li> <li>ii. Provide appropriate lead times for all service provisions to allow operators sufficient time to secure resources</li> </ul>
7.3. Identify specific exempt services that are not subject to PTOM contracts	<ul style="list-style-type: none"> <li>i. Provide for exempt services to operate within the Taranaki region without a PTOM contract</li> <li>ii. Inter-regional services that operate without a direct subsidy from the Council</li> <li>iii. Existing registered commercial bus services in operation at 30 June 2011 that did not offer fares set by the Council</li> </ul>
7.4. Adopt a partnership approach to network planning and service changes	<ul style="list-style-type: none"> <li>i. Use the PTOM contracting model to enter and manage contractual relationships with operators.</li> <li>ii. Where possible, implement significant network changes at the start of the PTOM contract tendering / negotiation rounds</li> <li>iii. Work with contracted operators to develop a business plan for each PTOM unit that aims to grow its commerciality and passenger demand, subject to the overall network development plans and targets in the RPTP. The business plan will be jointly owned by The Council and the</li> </ul>

Policies	Actions
	<p>unit operator, and will clearly define individual and joint responsibilities</p> <p>iv. Revisit the business plan at regular intervals (at least annually)</p> <p>v. Publish an annual report of performance league tables showing PTOM unit patronage growth and commerciality</p>
7.5. Ensure that the operation of exempt services does not adversely affect the wider public transport network	<p>i. Assess all applications to operate or vary exempt services according to the statutory requirements. The Council may decline to register an exempt service, or vary the route or routes of an exempt service, where the service or variation is:</p> <ul style="list-style-type: none"> <li>likely to have a material adverse effect on the financial viability of any unit</li> <li>likely to increase the net cost to the Council of any unit</li> <li>contrary to sound traffic management or any environmental factor identified by the Council as important to the region</li> </ul> <p>ii. The service is identified in this Plan as being integral to the public transport network in the region</p>

## 6.8. Managing, monitoring and evaluating unit performance

### Objective 8: A system of monitoring and review that supports continuous improvement

The Council will regularly monitor progress towards these targets. It will also monitor the implementation of this Plan and use a series of key performance indicators (KPIs) to determine how well the public transport system is achieving its objectives. This information will be regularly published to ensure that the public has access to up-to-date information on service performance.

The Council has developed a policy to determine whether or not any proposed variation to the RTP is significant (see Appendix V). If the proposed variation to the RTP is significant, the Council must consult on such variation in accordance with the requirements of section 125 of the LTMA.

Policies	Actions
8.1. Undertake regular monitoring and reporting of service, unit and system performance	<p>i. Implement monitoring, reporting, and analysis of service trip and unit performance (including patronage, ticket sales and type, punctuality and reliability, and other matters) against patronage, farebox recovery, service level, and service performance targets</p>

Policies	Actions
	<p>ii. Prepare a regular public report on progress using the following KPIs, segregated where possible by weekday peak, inter-peak, and weekend time periods :</p> <ul style="list-style-type: none"> <li>• Total public transport boardings</li> <li>• Passenger km travelled</li> <li>• Proportion of residents within 500 metres walk of a stop on the rapid and frequent service network</li> <li>• Patronage growth on all bus services</li> <li>• Service improvements delivered to schedule within agreed budgets</li> <li>• Customer satisfaction ratings for public transport services</li> <li>• Customer rating of public transport value for money</li> <li>• Reliability: late running and cancelled services</li> <li>• Punctuality: proportion of services "on time" (i.e. percentage of scheduled trips between 59 seconds before and 4 minutes and 59 seconds after the scheduled departure time at the selected points)</li> <li>• Proportion of services with disability access</li> <li>• Operating subsidy per passenger km</li> <li>• Farebox Recovery Ratio</li> </ul>
8.2. Ensure appropriate public consultation on future Plan variations	Use the policy on significance in Appendix V to determine the appropriate level of consultation undertaken for any proposed variation to the RPTP

## 6.9. Transport-disadvantaged

### Objective 9: Improved access for communities and groups whose needs are not met by the public transport system

An important focus of this Plan is to meet the needs of those who are least able to travel to basic community activities and services – the transport-disadvantaged.

Providing a network of public transport services goes some way to meeting these needs. However, it is recognised that some groups have specific needs that may be met more effectively by access to specialised passenger transport services and / or concessionary fares. Subject to continued funding availability, the Council will therefore continue to support specific services such as the Total Mobility service for people with disabilities, fare concession schemes, and school bus services.

The Council will work with disability groups to ensure that the principles outlined in the Human Rights Commission report *The Accessible Journey* are reflected in the development of public transport services and infrastructure.

Policies	Actions
9.1. Provide a public transport network that is accessible and safe, particularly for vulnerable users	<p>i. Identify target groups and areas where service planning can help the transport-disadvantaged, particularly vulnerable users such as children, senior citizens, and people with disabilities</p>

Policies	Actions
	<ul style="list-style-type: none"> <li>ii. Work with stakeholders to identify and resolve accessibility and safety issues</li> <li>iii. Specify services (or specific elements of services) that must be operated by accessible vehicles which conform to Waka Kotahi guidelines and the Council requirements</li> <li>iv. Ensure that accessible information is widely available by using appropriate formats and media, including audio and visual (see Section 6.6)</li> </ul>
9.2. Provide transport services and facilities for customers whose needs are not met by the regular public transport network	<ul style="list-style-type: none"> <li>i. Promote the location and design of facilities to ensure safe access for all customers to and around transport stops, with particular attention to the needs of people with disabilities</li> <li>ii. Advocate for better design of infrastructure to improve access and usability for the transport-disadvantaged</li> <li>iii. Work with operators to ensure that training for drivers, and other staff in contact with the public includes appropriate assistance for customers who have difficulty using public transport</li> <li>iv. Investigate feasibility of demand-responsive services in order to provide transport options for those who are unable to use regular public transport services</li> <li>v. Continue to fund the Total Mobility scheme, including: <ul style="list-style-type: none"> <li>• Contracting small passenger service operators and specialist operators to provide targeted services</li> <li>• Providing a discount on qualifying travel (up to a specified subsidy)</li> <li>• In eligible cases, assisting with the installation of hoists or ramps in specialist vehicles so that wheelchairs can be carried</li> </ul> </li> </ul>
9.3. Support public transport services and facilities that better meet the needs of individual, rural, and isolated communities, taking into account value for money and local initiatives	<ul style="list-style-type: none"> <li>i. Identify appropriate public transport services and facilities for rural areas by: <ul style="list-style-type: none"> <li>• Engaging with territorial authorities and local communities to develop proposals for community-driven initiatives to design and implement tailored public transport services on a trial basis</li> <li>• Working with territorial authorities and local communities to identify and resolve funding and procurement issues</li> <li>• Working with territorial authorities and local communities to explore the longer-term viability of services that have been trialled successfully</li> </ul> </li> </ul>

## 6.10. Accessibility

### Objective 10: Improved access for communities and groups who rely on public transport as their main means of transport

An important focus of this Plan is to advocate for those who are the least able to access private transport. There are three key areas of accessibility.

- i. access to the network
- ii. facilities
- iii. bus quality

Policies	Actions
10.1. Ensure good access to public transport services	Design urban routes so that at least 95% of the New Plymouth population resides within 400m of a public transport route
10.2. Advocate for accessible infrastructure	Continue to work with the Taranaki Disability Information Centre and agencies to advocate for facilities that cater to those with disabilities

## 6.11. Infrastructure

### Objective 11: Advocate for a high standard of public transport infrastructure that supports service provision and enhances the customer experience

Bus stops, shelters, interchanges, terminal layover facilities require clear, consistent branding, with service levels and information to meet customers' needs for an integrated, easy-to-use, customer-focused system. An efficient and effective public transport system relies on the provision of well-designed and well-maintained facilities including:

- bus stops and shelters
- route and timetable information
- interchanges
- terminal layovers

Their design also needs to provide good access, and safety and personal security at all stages of the journey, particularly for people with disabilities.

Policies	Actions
10.3. Collaborate with territorial authorities to integrate infrastructure and service provision	<ol style="list-style-type: none"> <li>i. Continue the Public Transport Operating Group for the Citylink service between New Plymouth District Council and the Taranaki Regional Council</li> <li>ii. Work with all territorial authorities to develop an on-going programme of infrastructure improvements based on level of service indicators, with upgrades to improve journey times, reliability, safety, and the connection environment for the customer</li> </ol>

Policies	Actions
	<ul style="list-style-type: none"> <li>iii. Work with bus operators and the territorial authorities to make provision for terminal layover facilities as necessary to ensure the efficient and reliable operation of bus services</li> <li>iv. Ensure a consistent strategy for network branding, naming, and information, is applied to all public transport facilities and infrastructure</li> </ul>
11.1. Advocate for the provision of accessible, customer-focused facilities appropriate to the public transport route and the immediate locality	<ul style="list-style-type: none"> <li>i. Advocate for bus facilities that comply with design guidelines such as the proposed Waka Kotahi Public Transport Infrastructure Guidelines and which are appropriate for existing and future land use</li> <li>ii. Advocate for central city and key interchange bus access, departure, and interchange points easy for customers to understand and access</li> <li>iii. Advocate for bus stops and interchange facilities focus on providing appropriate amenity and shelter, while maximising their attractiveness as a network access point from a customer perspective</li> <li>iv. Advocate for the location of bus stops in a way that allows for quick and convenient access, especially for transferring passengers</li> <li>v. Advocate for infrastructure that enhances customer safety and security by meeting or exceeding the safety requirements set out in design guidelines, as appropriate to the location</li> </ul>

## 6.12. Customer interface

### Objective 12: Simple, visible, and intuitive customer information and service

The move to a more connected network needs to be accompanied by a more customer-focused approach to public transport. This includes:

- a. a better understanding of, and response to, customer needs
- b. a more proactive approach to dealing with complaints
- c. using customer feedback to identify opportunities for improvement
- d. the provision of training at all levels
- e. a stronger focus on customer service in contracts and supplier relationships.

A consistently branded network, integrated end-to-end service, and relevant and accurate customer information gives users confidence that they will reach their destination on time or be able to make a timely and convenient change to another service.

A consistent brand will help customers to identify the network so it is easy to use, and also clearly integrates all elements of the network into a single multi-modal system.

The Council recognises the need to provide customer information and communications material, in order to attract new customers and to encourage existing customers to continue or expand their use of public transport.

Policies	Actions
12.1. Use customer feedback to continually enhance services	Continue to enhance the process for dealing with customer feedback and complaints, to provide for a "one-stop-shop" approach, a clear escalation process, and clarity on the respective responsibilities of the Council and operators
12.2. Provide a range of marketing material to attract potential customers	<ul style="list-style-type: none"> <li>i. Work with operators to provide excellent customer information to market public transport products</li> <li>ii. Work with operators to build a strong public transport brand and on-road presence which highlights the levels of service offered by different elements of the service network, and emphasising frequencies and ease of use</li> <li>iii. Proactively market service improvements to key market segments, using a range of approaches and communication channels that are relevant to each group</li> <li>iv. Ensure that service changes are communicated to affected areas and groups before implementation, using a variety of communication channels, as appropriate</li> </ul>
12.3. Provide a wide choice of information channels for customers	<ul style="list-style-type: none"> <li>i. Provide up-to-date timetable information at all bus stops, in a standardised format with the network brand described in Policy 6.2 above</li> <li>ii. Maintain - and continually improve - a public transport information website</li> <li>iii. Ensure that external vehicle destination displays comply with the requirements of Waka Kotahi's Requirements for Urban Buses</li> <li>iv. Work with territorial authorities to develop appropriate travel information to promote journeys that better integrate active modes and public transport</li> <li>v. Continue to provide information in formats that are accessible for people with impaired vision (large print timetables)</li> <li>vi. Continue to provide information to Total Mobility members, agencies, and assessors (newsletters)</li> </ul>
12.4. Provide a high-quality travel experience	<ul style="list-style-type: none"> <li>i. Ensure that high-quality customer service standards are maintained by all drivers on public transport services</li> <li>ii. Ensure drivers are trained in the need for smooth acceleration and braking, which will have multiple</li> </ul>



Policies	Actions
	<p>benefits of: improving the comfort and safety of passengers, improving fuel consumption, and reducing vehicle emissions</p> <p>iii. Work with operators on improving all drivers on public transport services' disability awareness skills</p>
12.5. Provide a range of customer feedback channels	<p>i. Aim to respond to customer feedback within 10 working days</p> <p>ii. Monitor feedback on service performance and convey this to operators, as appropriate, for onward action</p>

## 7. Proposed strategic responses

To address the problems identified for public transport in the Taranaki region a number of strategic responses are being proposed.

The strategic responses are not standard public transport initiatives that have been tried in the past with minimal gain, such as increase public transport mode share by travel behaviour change initiatives. The responses instead focus on strengthening relationships with supporting organisations. The Council would like to see supporting organisations accept wider responsibility and commit to increased collaboration to address the challenges identified within this document. Without a partnership approach, it is unlikely the perception and usage of public transport in Taranaki will improve.

The responses are:

1. Undertake a public transport network review using stakeholder and public feedback from the review to develop new public transport options and costings. This will create a 10-15 year structured development plan. Changes in investment can be aligned with the Waka Kotahi's 3-year funding programmes.
2. Participate in New Plymouth District Council's development of a Transport Strategy in 2020/2021. New Plymouth District Council is looking to develop an Integrated Transport Strategy for the District. This will be a multi-modal review of transport and how it integrates with existing and planned land-use and infrastructure across the District.
3. Participate in the Ministry of Transport review of Total Mobility likely in 2021.
4. Continue to make enhancements to existing services for example changes to improve reliability, customer service, coverage and technology advances.

The Council is of the opinion that unless we participate in responses one and three above and get greater understanding and support from the territorial authorities, in particular the New Plymouth District Council, then there is little benefit in a major step-change in the current levels of public transport investment.

### Public Transport Network Review

As part of the development and long-term planning for public transport, funding has been budgeted for 2020/2021 to carry out a region-wide review of the region's public transport networks. The last region-wide review of passenger transport was undertaken in 2004 by Booz, Allen and Hamilton. The recommendations from that report formed the basis for the region's current network.

It is proposed the new Regional Public Transport Plan will be used as the basis for developing a short to medium term road map of the future public transport network in Taranaki. This will include developing options and costings for the further enhancement of services, where viable, and possibly the restructuring or cancelling of underperforming services. It is proposed that an external consultant develop the road map in conjunction with officers. Funding has been included in the 2020/21 financial year and officers will work with the Waka Kotahi to confirm the availability of the proposed funding.

The structure and timing of this review will allow time to consider future options and to allow for the required investment business case to be developed and submitted to the Agency as part of the 2021/2024 National Land Transport Programme (NLTP).

## **Participate in New Plymouth District Council's development of a Transport Strategy**

New Plymouth District Council is looking to develop an Integrated Transport Strategy for the District. This will be a multi-modal review of transport and how it integrates with existing and planned land-use and infrastructure across the District. Development of the Strategy proposed for 2019/2020 has been deferred to 2021/2022.

## **Participate in Ministry of Transport review of Total Mobility**

The Ministry of Transport recognises the difficulties that transport disadvantaged New Zealanders face when accessing the transport system. Consideration of issues for the transport disadvantaged is built into policy work. For example, the Ministry has engaged with representatives of disability groups, including the Disabled Persons Assembly, during the development of the new road safety strategy.

The Ministry has received feedback regarding the effectiveness of the Total Mobility Scheme and that it is not fit-for-purpose for all users. Examples include there being a limited number of accessible vehicles and providers in provincial areas of the country, and the cost of the Scheme for those who use it on a daily basis, despite the discounted fare.

This impacts on education, employment, and access to community services. However, the Ministry understands that simply reviewing the Total Mobility Scheme in isolation will not address all of the concerns that have been raised from the disabled community. Broadening this review to also consider how Councils can improve access to, and experience of, the transport system for those living with a disability will likely lead to more effective outcomes.

The Ministry is likely to undertake a strategic assessment of provision of services for people with different transport needs in the 2020/21 financial year. This assessment will include a review of the Total Mobility Scheme.

## **Planned activities**

While there are ongoing challenges to ensure public transport is truly seen as a viable alternative transport option to the private motor car, the Council is continuing to improve and enhance the services. A number of enhancements have already commenced or planning for them is underway. The following are planned in the next one to three years:

- new bus ticketing system including new ticketing machines with tag-on tag-off functionality; personal card management via a website with features such as automatic card top-up; card balance; report a lost or stolen card; and automatic concession approval for SuperGold Card holders and children aged five to 15 years
- bus App with real-time passenger information
- increase the frequency of Connector trips and provide for an accessible bus option
- upgrade the Total Mobility management system
- assess funding for Ironside Vehicle Society Inc
- implement increased services levels between Waitara, Bell Block and New Plymouth
- investigate alternate fuelled bus options for example electric and develop a transition plan as part of Council's contribution to Taranaki 2050
- continue to assess Timaru's MyWay by Metro on-demand public transport service trial

- continue to participate in the national ticketing system procurement project

As noted the Council wants to undertake a network review of all the regions services following the renewal of this Plan, as the last review occurred in 2008/2009. The Council wants to avoid a piecemeal approach to any significant enhancement of existing services or implementation of new services. Waka Kotahi's funding structure requires enhancements and step changes in services to be proven by following the business case approach. Local share must also be available

We know that there are already other specific service requests as shown below. These along with other submissions will inform the proposed network review and lay the foundation for medium to long-term activities. They are not listed in any particular order.

- daily bus service with multiple return trips from Ōkato to New Plymouth
- expanded Citylink services to Taranaki Base Hospital catering to shift workers and patients
- cross-city services in New Plymouth focused around key service centres such as residentially-sited shopping centres, supermarkets and medical centres
- services to Bell Block industrial area during normal business hours
- services to New Plymouth Airport
- additional Saturday services and routes similar to the week-day schedule
- extended Citylink operating hours, these are currently 7am to 6.20pm
- commuter services to Egmont Village and Inglewood
- investigate reestablishment of commuter services to Ōakura

## Appendix A: Public transport services integral to the public transport network

The Regional Council provides the following bus services covering New Plymouth, Bell Block, Lepperton, Waitara, Tikorangi, Urenui and Ōakura. These include a mix of urban services and school services. Other services may be identified and incorporated into the plan by way of variation.

Service	Area/s covered	Type
Route 1	CBD, Moturoa	Urban - Monday to Friday
Route 2	CBD, Lynmouth, Marfell, Whalers Gate	Urban - Monday to Friday
Route 3	CBD, Lynmouth, Marfell	Urban - Monday to Friday
Route 4	CBD, Westown, Hurdon	Urban - Monday to Friday
Route 5	CBD, Frankleigh, Park, Ferndale	Urban - Monday to Friday
Route 6	CBD, Vogeltown/Brooklands	Urban - Monday to Friday
Route 7	CBD, Welbourn/Highlands Park	Urban - Monday to Friday
Route 8	CBD, Merrilands/Highlands Park	Urban - Monday to Friday
Route 9	CBD, Fitzroy/The Valley/Glen Avon	Urban - Monday to Friday
Routes 51 – 54	CBD, Strandon, Welbourn, Brooklands, Vogeltown, Frankleigh Park, Westown, Marfell, Whalers Gate, Spotswood, Lynmouth	Urban - School
Route 20	CBD, Waitara/Bell Block/New Plymouth	Urban - Monday to Friday
Route 10	Saturday - CBD, Vogeltown, Frankleigh Park, Westown, Marfell, Spotswood, Moturoa,	Urban - Saturday
Route 11	Saturday - CBD, Strandon, Fitzroy, Bell Block, Merrilands, Brooklands, Vogeltown	Urban - Saturday
Route 12	Merrilands, Lynmouth, Spotswood	Urban - School
Route 14	Merrilands	Urban - School
Route 21	Waitara to Spotswood	Urban - School
Route 22	Waitara/Motunui to New Plymouth	Urban - School
Route 23	Urenui/Tikorangi to New Plymouth	Urban - School
Route 24	Waitara to New Plymouth	Urban - School

Service	Area/s covered	Type
Route 30	Bell Block to New Plymouth	Urban - School
Route 31	Lepperton to New Plymouth	Urban - School
Route 32	Bell Block to New Plymouth	Urban - School
Route 33	Bell Block to New Plymouth	Urban - School
Route 34	Bell Block to New Plymouth	Urban - School
Route 35	New Plymouth to Bell Block	Urban - School
Route 40	Ōakura/New Plymouth	Urban - School
Route 41	Ōmatā to New Plymouth	Urban - School
Route 42	Ōakura to New Plymouth	Urban - School
Route 43	Ōakura to New Plymouth	Urban - School
Route 44	Ōakura to New Plymouth	Urban - School
Route 45	New Plymouth to Ōakura	Urban - School
Routes 91, 92, 93, 95 and 97	Various New Plymouth schools to Ariki Street Bus Centre	Urban - School

The Regional Council provides the following bus services covering south and coastal Taranaki. Other services may be identified and incorporated into the plan by way of variation.

Service	Area/s covered	Type
Waverley to Hāwera	Waverley, Pātea, Hāwera	Rural
Ōpunake to Hāwera	Ōpunake, Kaponga, Manaia, Hāwera	Rural
Ōpunake to New Plymouth	Ōpunake, Rāhotu, Pungarehu, Ōkato, Ōakura, New Plymouth	Rural

The Regional Council provide the following bus service linking south and north Taranaki via State Highway 3. Other services may be identified and incorporated into the plan by way of variation.

Service	Area/s covered	Type
Hāwera to New Plymouth	Hāwera, Eltham, Stratford, Inglewood, New Plymouth	Connector

### Total Mobility

The Total Mobility scheme caters to those people with impairments by providing access to suitable transport. The Council intends to continue providing the Scheme throughout Taranaki where approved transport providers operate. Areas where approved operators are based are:

Area	Approved transport provider
New Plymouth	Energy City Cabs New Plymouth Taxis Driving Miss Daisy Freedom Companion Driving T E Taxis
Stratford	Stratford Taxis
Hāwera	STOPS

### Other services

The Council intends to continue to support Ironside Vehicle Society as a specialist transport provider as part of the Total Mobility Scheme.

## Appendix B: Unit establishment

### Unit design

The Public Transport Operating Model (PTOM) seeks to grow patronage while reducing a reliance on public subsidies by meeting the dual objective of growing the commerciality of public transport services and growing a confidence that services are priced efficiently and the market is competitive.

### Principles

The following principles have been taken into consideration in designing the proposed units. The extent to which particular principles have been applied to particular units varies according to the peculiarities of the particular units.

### Network and service review

Before identifying units, the Council identified routes and services that are integral to the region's public transport network. The proposed unit design takes into account the Council's ability to undertake future service reviews in consultation with operators (ideally, changes to services to meet foreseeable local community needs will be able to be delivered within a unit).

### Marketable whole

Units should be 'marketable wholes' – that is, potentially deliverable by operators either as stand-alone operations or as part of a wider suite of services.

### Customer market

Units should have readily identifiable customer markets for the services, enabling the operators and the Council to apply the right commercial behaviours to growing the market. A customer market might generally be thought of as a geographic area or areas, but could also be generated by a particular activity or use – for example, an airport, shopping precinct, hospital or university.

### Whole-route operation

Each unit must comprise a service or group of services that operates on the entire length of one or more routes.

### Unit attractiveness

Units should be attractive to a tenderer, and should attract competition from a range of operators. Units should be efficient groups of services in terms of management, vehicle utilisation etc.

### Opportunities to group units in tenders

Opportunities for operators to tender for units in groups to encourage efficiencies and thus value for money have been taken into account.

### Mode specific

Units must be single-mode specific, so a unit cannot include both a bus and a ferry or train route.



## School services consideration

School services not provided by the Ministry of Education must be arranged into units. School services operating on a timetabled route are logically allocated to that unit.

## Wider network consideration

This includes taking into account connections between routes and achieving higher frequencies by services overlapping on parts of a trunk route.

The following table highlights the key unit design principles applying to each proposed unit.

Unit	Key unit design factors
New Plymouth, Waitara Bell Block and Ōakura	<p>Network and service review – carried out in 2009 with current network rolled out in 2010. The only urban service (Monday – Saturday) in the Taranaki region</p> <p>Marketable whole – delivered as one contract. High integration between urban and school services</p> <p>Customer market – established with opportunity for continuing patronage growth</p> <p>Mode specific – bus</p> <p>School services consideration – 27 school services included in the unit</p> <p>Wider network consideration – urban services operate as a ‘pulse hub network’ enabling connections to be made between services</p>
Ōpunake-New Plymouth	<p>Marketable whole – one bus, once-a-week service</p> <p>Mode specific – bus</p>
Ōpunake-Manaia- Hāwera	<p>Marketable whole – one bus, once-a-week service</p> <p>Mode specific – bus</p>
Waverley-Pātea-Hāwera	<p>Marketable whole – one bus, once-a-week service</p> <p>Mode specific – bus</p>
Hāwera -New Plymouth service via SH3	<p>Marketable whole – one to two buses, daily service (Monday-Friday) connecting south and north Taranaki</p> <p>Marketable whole – delivered as one contract</p> <p>Customer market – recently established service with opportunity to grow patronage</p> <p>Mode specific – bus</p>

## Appendix C: Farebox recovery policy

### Introduction

In accordance with the Waka Kotahi NZ Waka Kotahi (Waka Kotahi) requirements, the Taranaki Regional Council (the Council) has adopted a farebox recovery policy. Farebox recovery measures the percentage of the costs of providing bus services that is covered by passenger fares (the balance of the costs is met in equal proportions by local ratepayers and Waka Kotahi).

In the short to medium-term, central government funding is expected to be similar to current levels, although the impacts of Covid-19 is likely to have an impact for the medium term.

The previous national target of 50% was achieved with Waka Kotahi to review the policy in the future in order to help achieve the aims of the Government Policy Statement for Land Transport 2018. The review is not yet complete. However, Waka Kotahi has confirmed that the underlying principles are still relevant.

To continue to contribute towards maintaining farebox recovery the Council will give priority to actions that grow patronage (especially where spare capacity is available), and reduce operating costs (if possible), in preference to simply raising fares.

### Background

#### Waka Kotahi requirements

Waka Kotahi requires that all regional councils prepare a "farebox recovery policy", and include that policy in the Regional Public Transport Plan.

Waka Kotahi require the farebox recovery policy to:

- Set a target farebox recovery rate for the public transport system
- Set out how the target was chosen
- Set out a strategy as to how the target will be achieved
- Set out how the policy complies with various relevant national and regional planning documents, and with legislation
- Provide for an annual review of fare levels and a review of fare structures at a minimum approximately once every six years or to coincide with RLTS and/or LTP reviews.
- Waka Kotahi prescribe the formula for establishing the farebox recovery rate.

#### Services included

The public transport services to be included in the calculation of the fare recovery are all the Council contracted services operating in the region.

Long-distance (e.g. inter-city services) services, privately funded school services, Ministry of Education funded school services, tourist and charter services are not included.

#### The farebox recovery target

In applying its farebox recovery policy, the Regional Council has decided to measure farebox recovery of region as a whole rather than measuring individual services, routes or trips. Individual services, routes or trips, particularly those that might be regarded as "social" services, are not necessarily expected to achieve the target set out in this policy.

However while the Council has agreed to adopt a region-wide target for the purposes of this policy, the Council has a target recovery rate of 25% for rural services (rural service make up a very small proportion of the total (about 3%)), and thus have little impact on the overall recovery rate.

The table below shows the actual farebox recovery level for the whole region for the last financial year, and the target rate set by the Council for the four years to 2023/2024. All figures have been calculated using the Waka Kotahi's farebox recovery formula.

Actual farebox recovery (2019/2020)	Target (2020/2021)	Target (2021/2022)	Target (2022/2023)	Target (2023/2024)
37%	≥37%	≥38%	≥38%	≥39%

#### How the targets were chosen

The Council has chosen targets that maintain or improve the farebox rate while at the same time recognising the ability-to-pay of passengers given the current structure of services and the challenge of reducing operating costs.

Lowering the target below that achieved in 2019/20 is not considered appropriate – the Council believes that it is appropriate that passengers pay a reasonable share of the costs. The Council considers that a seeking to improve passenger contribution will provide a suitable balance between the contributions of ratepayers/taxpayers and passengers.

#### Method of calculation

The formula used to calculate farebox recovery is prescribed by Waka Kotahi and is set out in detail on its website. In essence the formula is total fare revenue divided by total costs.

#### Strategies to meet the targets

As indicated above, unless future revenues increase and/or costs reduce, the target recovery levels will not be met in the future. Thus some form of intervention will be needed to achieve the targets.

Four intervention strategies are set out below. These strategies will require the Council to work with transport providers and local councils to achieve the targets. The needs of the transport disadvantaged will need to be considered in any intervention.

#### Strategy 1: Improve operating efficiencies

Improvements to operating efficiencies will reduce costs and therefore improve farebox recovery.

The Council in association with transport provider is constantly monitoring the costs and revenues of services, and investigating how to improve efficiency. Services with poor farebox recovery will be identified, and efforts made to improve the performance of those services. Changes may include better coordination and integration of services, which may for example be achieved through small timetable changes and/or route optimisation.

#### Strategy 2: Increase patronage

Increasing patronage will increase revenues, and thus improve farebox recovery.

The Council will look to increase patronage by undertaking general and targeted publicity as well as improving service quality through improving infrastructure, maintaining high vehicle quality standards, and optimising routes and service levels to increase accessibility.

**Strategy 3: Reduce poor performing services**

Reducing poorly performing services will have the effect of reducing costs and thus increasing farebox recovery.

Poor performing services (i.e. those services with high costs and/or low patronage) can be improved assessing operating times, frequencies and routes and making adjustments, (including reductions) to frequencies and routes where appropriate. The Council will also consider alternative ways of providing services, such as on-demand and dial-a-ride options.

**Strategy 4: Review of fare products and fare levels**

Increasing fares will lead to increases in revenue and thus improve farebox recovery.

Small increases in fares are likely to be required on a regular basis to cover the increases in costs of providing bus services.

Other options may include reviewing the availability and eligibility criteria for concession fares, reviewing the levels of discount available and seeking supplementary sources of funding.

**How the policy will be applied**

The current gross cost of the contract enables revenue recovery to be easily monitored on a monthly basis, and thus any reduction in farebox recovery will be quickly identified. If the recovery rate is dropping, the Council will then decide which of the intervention strategies will be applied.

**Implementation date**

This policy will apply once the Regional Public Transport Plan is approved.

**Fare level review**

An annual fare level review will be undertaken at the conclusion of each financial year. This review will take into consideration the farebox recovery levels but may also include any other factors he considers relevant. The review will also address the level of discounts and concessions within the existing fare structure.

**Fare structure review**

The Council will review fare structures at least every six years. The fare structure review will address all aspects of the fare system, including the appropriateness of zones as the base for the system, and the availability of (and discount to be applied to) concession fares.

**Policy review**

This policy (including the targets) will be reviewed at least every three years or when the Regional Public Transport Plan is reviewed (which is likely to be at least every three years).

It may also be reviewed immediately if Waka Kotahi policy or practices affecting farebox recovery change.

## Policy contribution

Policy	Comment
Government Policy Statement on Land Transport Funding (GPS)	<p>The GPS outlines the Government's strategy to guide land transport investment over the next 10 years. It also provides guidance to decision-makers about where the Government will focus resources. The GPS operates under the Land Transport Management Act 2003, which sets out the scope and requirements for the GPS.</p> <p>The Government Policy Statement identifies four strategic directions: safety, better travel options, climate change and improving freight connections..</p> <p>The Government Policy Statement also sets the policy framework for the National Land Transport Programme, which allocates Waka Kotahi funds for transport activities.</p>
Regional land Transport Strategy (RLTP)	This policy contributes to the RLTP by at least maintaining the level of local contribution towards the funding of public transport, and thus helping to achieve objectives set in the RLTP.
Regional Public Transport Plan (RPTP)	This policy contributes to the RPTP by looking to improve efficiencies and value for money.
Land Transport Management Act 2003 (LTMA)	This policy contributes to the LTMA by aiming to improve efficiencies and effectiveness, and by maintaining the level of local contribution towards the funding of public transport.
Public Transport Operating Model (PTOM)	<p>The Public Transport Operating Model (PTOM) was developed for the procurement and service delivery of public transport services. Its key objectives are to:</p> <p>Grow the commerciality of public transport services and create incentives for services to become fully commercial</p> <p>Grow confidence that services are priced efficiently and that competitors have access to public transport markets</p> <p>The PTOM is a planning, procurement, and business development framework. Key features are the design of efficient public transport networks, incentivising joint public private investment, and building relationships between regional councils (including Auckland Transport) and operators to provide the basis for a genuine partnership.</p>

## Appendix D: Significance policy

This appendix sets out the Taranaki Regional Council's (the Council) policy on significance. This is required to determine whether any proposed variation to the RPTP is significant for the purpose of section 126 (4) of the LTMA, which refers to the level of consultation that is required before a variation can be adopted.

A more streamlined process may be adopted for matters not considered significant.

For the purpose of this policy:

- Significance is a continuum, from variations of high significance through to variations of low significance. The policy sets a significance threshold, relating to a high degree of significance.
- If a variation is not significant then the consultation requirements under section 125 (1) of the LTMA do not apply. This does not imply that the variation is unimportant or that no consultation will take place. The Regional Council fully intends to undertake targeted consultation on matters that affect specific communities and stakeholders, including operators, even when these matters do not invoke the significance threshold outlined in this policy.

### Significant variations

A significant variation is likely to have more than minor impact on any of the following:

- The Council's ability to achieve its vision
- The Council's ability to achieve the strategic direction and guiding principles of the RPTP
- The Council's ability to achieve the objectives of the RPTP, or the Regional Land Transport Plan
- The reallocation of the funding available for public transport in the region

When assessing the significance of any proposed variation, the Council will consider:

- The reasons for the variation, and the alternatives available
- The magnitude of the variation in terms of its financial cost to the region
- The extent to which the proposed variation departs from the strategic direction and guiding principles contained within the RPTP
- The proportion of the regional community that would be affected to a moderate or greater extent by the variation
- The likely effect on the overall level, quality, and use of public transport services in the region
- The extent to which the variation is consistent with the Regional Land Transport Plan, and the Government Policy Statement
- The implications for the present and future economic development and efficiency of the region, safety and personal security, access and mobility, environmental sustainability, or public health
- The likely effect on the Council's Long Term Plan

Any variation that amends this significance policy is deemed to be significant and must follow the consultation requirements in section 125 (1) of the LTMA.

### Targeted engagement

When the Council finds that a proposed variation is not significant, the Council will undertake targeted stakeholder engagement in the following circumstances:

a For service reviews

As service reviews affect only a part of the region, full consultation will not generally be required. Key stakeholders will be included in preliminary engagement as the service plan is developed, and targeted public engagement will follow when options have been identified.

b For minor changes in the delivery of public transport services

Minor changes in service delivery that are required to improve efficiency (such as adding or removing trips, and minor route changes) have only a local impact. In these cases, engagement will generally be undertaken on a low level with the operator(s) involved, the relevant territorial authority, and passengers who use the services.

c Other variations

Any proposals for changes that affect only a sector of the community or the industry (such as a change to the *Total Mobility* scheme, or a change to specific vehicle quality standards) will be worked through with those most likely to be affected, as well as other relevant stakeholders.

Note that this policy does not preclude the Council from a more comprehensive consultation process for a variation that does not meet the significance threshold if the benefits of that consultation are considered to outweigh the costs.

## Appendix E: Land Transport Management Act 2003 requirements

A regional public transport plan must contribute to the purpose of the Land Transport Management Act 2003 (LTMA) which is an efficient and effective land transport system in the public interest (Section 3 of the LTMA). A regional council must also, when preparing a statement of proposal to adopt a regional public transport plan and before adopting a regional public transport plan, be satisfied that the proposal satisfies the requirements of Section 123 of the LTMA. The following table contains an assessment against the requirements of Sections 3, 114 and 123. The Council is satisfied that the Plan complies with the LTMA.

LTMA reference	Provision	Contribution
3 Purpose	The purpose of this Act is to contribute to an effective, efficient, and safe land transport system in the public interest."	<ul style="list-style-type: none"> <li>▪ The Plan's contribution to the purpose of the LTMA, and the efficiency and effectiveness of the overall strategic approach to public transport in the Taranaki region has been assessed through the RLTS process.</li> <li>▪ A range of strategic options were developed and evaluated as part of the RLTS process.</li> </ul>
114A Principles "(1) (a)	Regional councils and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers.	<ul style="list-style-type: none"> <li>▪ The RPTP includes a section on working together which covers both our relationship with operators and territorial authorities.</li> </ul>
114A (1) (b)	The provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth.	<ul style="list-style-type: none"> <li>▪ Enhanced levels of service on the Urban service in New Plymouth, Bell Block, Waitara and Ōakura will contribute to improved journey times, reduced congestion, and better use of existing transport capacity.</li> <li>▪ The coverage provided by the regional public transport network as a whole will provide better access to education, health, employment and areas that contribute to economic growth.</li> </ul>
114A (1) (c)	Competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently.	<ul style="list-style-type: none"> <li>▪ The establishment of units is designed to enable regular entrance to the market, primarily through the Rural contracts and in future the Connector contract.</li> </ul>
114A Principles "(1) (d)	Incentives should exist to reduce reliance on public subsidies to	<ul style="list-style-type: none"> <li>▪ The development of units, establishing a partnership approach and regular monitoring aligned with Waka</li> </ul>



LTMA reference	Provision	Contribution
	cover the cost of providing public transport services.	<p>Kotahi's Key Performance Indicators will provide the framework for reducing reliance on public subsidies.</p> <ul style="list-style-type: none"> <li>Specific incentives for performance will be incorporated into contract relationships with operators.</li> </ul>
115 Principles "(1) (e)	The planning and procurement of public transport services should be transparent.	<ul style="list-style-type: none"> <li>The RPTP clearly sets out both the planning and procurement approach for the Council's public transport services.</li> </ul>
124 (a) (ii)	Has been prepared in accordance with any relevant guidelines that the Transport Agency has issued.	<ul style="list-style-type: none"> <li>Waka Kotahi's Requirements for Urban Buses (2011) have been taken into account and referenced in this Plan.</li> </ul>
124 (a) (iii)	Is, if it includes a matter that is not within the scope of the regional land transport plan, otherwise consistent with that plan.	<ul style="list-style-type: none"> <li>The purpose of this Plan is to give effect to the public transport components of the current RLTS. The RLTS was assessed against the regional policy statement and regional plans, and was found to be consistent with them. District plans were also taken into account during the development of the RLTS. Future versions will be revised to be consistent with the regional land transport plan</li> </ul>
124 (c) (i)	Take into account any national energy efficiency and conservation strategy.	<ul style="list-style-type: none"> <li>The national energy efficiency and conservation strategy was taken into account in the development and assessment of the preferred strategic option in the RLTS.</li> </ul>
124 (c) (ii)	Take into account any relevant regional policy statement, regional plan, district plan, or proposed regional plan or district plan under the Resource Management Act 1991	<ul style="list-style-type: none"> <li>The purpose of this Plan is to give effect to the public transport components of the RLTPS. The RLTP was assessed against the regional policy statement and regional plans, and was found to be consistent with them. District plans were also taken into account during the development of the RLTP. Future versions will be revised to be consistent with the regional land transport plan.</li> </ul>
124 (c) (iii)	Take into account the public transport funding likely to be available within the region.	<ul style="list-style-type: none"> <li>The Investment and Funding section of the Plan provides a detailed assessment of the funding likely to be available within the region.</li> </ul>
124 (c) (iv)	Take into account the need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services.	<ul style="list-style-type: none"> <li>The Council has a procurement strategy for transport activities. The objective of the strategy is to procure public transport services in a way that: <ul style="list-style-type: none"> <li>achieves value for money,</li> <li>encourages competitive and efficient markets, and</li> <li>sustains those markets.</li> </ul> </li> </ul>

LTMA reference	Provision	Contribution
124 (c) (v)	Take into account the views of public transport operators in the region	<ul style="list-style-type: none"> <li>A discussion document was distributed to public transport operators to enable their views to be taken into account during the development of the Plan.</li> </ul>
35 and 120 (1) (vii)	Consider the needs of persons who are transport-disadvantaged	<ul style="list-style-type: none"> <li>The Transport Disadvantaged section of the Plan considers the needs of the transport-disadvantaged.</li> </ul>

## Glossary of Terms and Acronyms

Bus priority measures	Facilities to improve bus operation i.e. enhance the attractiveness and reliability of public transport e.g. bus lanes, bus bypasses and traffic signal prioritisation.
Business Case Approach	Waka Kotahi's approach to transport planning investment. The approach is broken down into phases with decision points along the way to determine if the investment is worthwhile in relation to the desired outcome.
Concessions	Discounted bus fares for specific groups of passengers.
Demand-responsive services	A form of shared transport where the vehicles alter their routes based on passenger demand rather than operating to a fixed route or timetable.
Exempt services	Unsubsidised, commercial public transport services that are not considered an integral part of the regions urban public transport network so therefore do not operate under contract to the Council.
Fare capping	A pricing structure that limits the amount a passenger pays for their trips over a day, a week or a month. Provides incentive and accessibility to all passengers.
Farebox recovery	The percentage of operating expenditure which are met by fares paid by passengers.
GPS	Government Policy Statement – refers to the government's policy document on Land Transport issued under section 66 of the LTMA. The GPS directly influences how funding from the NLTF is to be invested for the following three year period.
Integrated public transport	The ability to combine different modes of transport to increase ease and efficiency for passengers in terms of cost, comfort, safety, accessibility and convenience.
Key corridors	Generally a linear area defined by one or more modes of transportation such as streets, roads and railway lines.
Layover facilities	A point where a bus stops to provide for passenger transfers and driver breaks.
LTMA	Land Transport Management Act 2003 – the main statutory framework for land planning and funding in New Zealand.
LTP	Long Term Plan – the ten year long-term council plan produced by regional and territorial authorities in accordance with section 93 of the <i>Local Government act 2002</i> .
Multi-modal	Using a variety of different methods (or modes) to accomplish something.
NLTF	National Land Transport Fund – the fund established under Section 10 of the LTMA to pay for land transport activities.
NOP	Network Operating Plan – an agreed process that helps better manage and plan the use of the transport network.
PTOM	Public Transport Operating Model – the framework introduced by Cabinet in 2011 for the provision of urban bus and ferry services. The model is used to contribute to government's goal to grow public transport patronage with less reliance on subsidy.

Requirements for Urban Buses	(RUB) the purpose of the RUB is to standardise urban bus requirements across regional councils (and Auckland Transport) to create efficiencies and improve the usability and accessibility of buses for all passengers.
RPTP	Regional Public Transport Plan – the strategic document prepared by Council under the LTMA. The document sets out the objectives and policies for public transport in the region, and contains details of the public transport network and development plans for the next 10 years.
Stop rationalisation	Reorganising existing bus stops on a given route based on certain criteria such as passenger density and land use patterns.
Tapuae Roa	Taranaki's regional economic development strategy. Developed in collaboration with Taranaki's four councils, Venture Taranaki, local business leaders, iwi and central government.
Territorial Authorities	A city or district council (in Taranaki these are the New Plymouth, Stratford and South Taranaki district councils)
Total Mobility Scheme	The Total Mobility scheme caters to those people with impairments by providing subsidised door-to-door transport.



**Date** 19 October 2020

**Subject:** **Confirmation of Minutes – 14 September 2020**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 2584002

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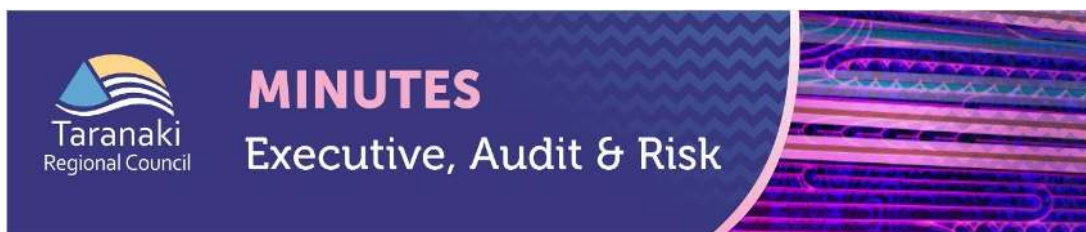
### **Resolves**

That the Executive, Audit and Risk Committee of the Taranaki Regional Council:

- a) takes as read and confirms the minutes of the Executive, Audit and Risk Committee Meeting of the Taranaki Regional Council held in the Taranaki Regional Council Chambers, 47 Cloten Road, Stratford on Monday 14 September 2020 at 10am.
- b) notes the recommendations therein were adopted by the Taranaki Regional Council on 14 September 2020.

### **Appendices/Attachments**

Document 2587246: Minutes Executive, Audit and Risk – 14 September 2020



<b>Date</b>	14 September 2020, 10am		
<b>Venue:</b>	Taranaki Regional Council chambers, 47 Cloten Road, Stratford		
<b>Document:</b>	2587246		
<b>Members</b>	Councillors	N W Walker M J Cloke D L Lean C L Littlewood M J McDonald D N MacLeod M P Joyce	Committee Chairperson     ex officio ex officio
<b>Attending</b>	Messrs Ms Miss	M J Nield R Johnson L Davidson	Acting Chief Executive Financial Services Manager Committee Administrator
<b>Apologies</b>	An apology was received from Mr Bruce Robertson – Yarrow Stadium Project Steering Group. Walker/Joyce		
<b>Notification of Late Items</b>	There were no late items.		

## 1. Confirmation of Minutes – 3 August 2020

### Resolved

That the Executive Audit and Risk Committee of the Taranaki Regional Council:

- takes as read and confirms the minutes of the Executive, Audit and Risk Committee Meeting of the Taranaki Regional Council held in the Taranaki Regional Council chambers, 47 Cloten Road, Stratford on Monday 3 August 2020 at 10am
- notes the recommendations therein were adopted by the Taranaki Regional Council on 11 August 2020.

Walker/Lean

### **Matters arising**

The climate change strategy went to the Policy and Planning Committee. The role of the new Policy and Strategy Manager will be similar to the previous Manager.

## **2. Operational Report**

- 2.1 Mr M J Nield, Acting Chief Executive, spoke to the memorandum receiving information on the operational performance and to confirm the use of the common seal.
- 2.2 The focus for finance has been on the audit. The audit report has been completed and will go to the Ordinary meeting on 22 September.
- 2.2 Audit of Taranaki Stadium Trust has also been completed.

### **Recommended**

That the Taranaki Regional Council:

- a) receives the memorandum
  - b) notes that Regional Integrated Ticketing System update
  - c) notes the digital media update
  - d) notes the health and safety reports for July and August 2020
  - e) approves the two common seal transactions
    - 2020/06 Renewal of Lease – Greenstone Developments Ltd, 29-37 Port View Crescent, NP
    - 2020/07 – Renewal of Lease – BP Oil NZ Ltd, 30 Centennial Drive, NP
- Joyce/MacLeod

## **3. 2020/2021 Insurance Programme**

- 3.1 Mr M J Nield, Acting Chief Executive, spoke to the memorandum informing members on the placement of the 2020/2021 insurance programme.

### **Recommended**

That the Taranaki Regional Council:

- a) notes the renewal and placement of insurance policies for 2020/2021.
- McDonald/MacLeod

## **4. Public Excluded**

In accordance with section 48(1) of the *Local Government Information and Meetings Act 1987*, resolves that the public is excluded from the following part of the proceedings of the Executive, Audit and Risk Committee Meeting on Monday 14 September 2020 for the following reasons:

**Item 5 – Public Excluded Minutes – 3 August 2020**

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

**Item 6 – Port Taranaki Ltd: Annual Report and Annual General Meeting**

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

**Item 7 – Yarrow Stadium Update**

That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.

Lean/Cloke

There being no further business, the Committee Chairperson, Councillor N W Walker, declared the open meeting of the Executive, Audit and Risk Committee closed at 10.25am.

**Confirmed**

**Executive, Audit &  
Risk Chairperson:**

\_\_\_\_\_  
**N W Walker**

**19 October 2020**





**Date:** 19 October 2020

**Subject:** **Financial and Operational Report**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 2594159

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### **Purpose**

1. The purpose of this memorandum is to receive information on operational and financial performance.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the memorandum *Financial and Operational Report* and the July and August 2020 financial reports
- b) notes the Regional Integrated Ticketing System Update
- c) notes the digital media update
- d) notes the health and safety report for September 2020.

### **Background**

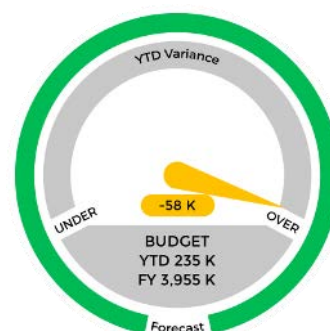
2. The Council produces a Monthly Financial Report outlining the financial performance for the month and year to date. This memorandum supports the Monthly Financial Report by providing additional supporting operational and financial information. The Common Seal is operated under delegated authority. Part of that delegated authority is the reporting back of the seal transactions.

### **Discussion**

3. Attached are the Monthly Financial Reports for July and August 2020.
4. In the "Financial Indicators Section", for revenue, expenditure and operating surplus/deficit, for the whole of the Council the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the

variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates an improving trend and a red down arrow indicates a deteriorating trend.

5. The financial performance pie graphs for operating expenditure and income show the actual performance against budget and the forecast performance against budget, accumulated for all activities. The green slice indicates the number of activities where the variance is within plus or minus 5% and less than \$50,000. The yellow slice indicates the number of activities where the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. The red slice indicates the number of activities where the variance is more than plus or minus 10% and more than \$100,000.
6. For each Group of Activities (Resource management, Biosecurity and biodiversity, Transport, Hazard management, Recreation culture and heritage, and Regional representation, advocacy and investment management, in the "Financial Indicators Section", for revenue and expenditure, for that group of activities, the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates an improving trend and a red down arrow indicates a deteriorating trend.
7. In the "Operating Expenditure by Activity" section, there is a dial for each activity comparing YTD expenditure against budget and a forecast for the rest of the year. The colours are green – variance of less than plus or minus 5%, yellow – plus or minus variance of more than 5% but less than 10% and red – plus or minus variance of more than 10%. The key components of each dial are:
  - The outer ring is the forecast for the rest of the year - green OK, yellow performance at risk, red target will not be achieved
  - The pointer indicates whether the variance is over or under budget and the colour indicates the scale of the variance - the actual variance figure sits at the bottom of the pointer
  - The YTD and full year (FY) budgets are included in the grey section.
8. Financially, the Council is in-line with the estimates established for 2020/2021 in the 2020/2021 Annual Plan. At 31 August 2020, the overall financial result is slightly ahead of budget. Significant income and expenditure variances (plus or minus \$100,000) are:
  - *Enhancement grants* - \$183,773 over budget due to the timing of Fresh Water Improvement Fund expenditure. This additional expenditure is offset by government grant revenue being \$170,173 over budget, as these grants are reimbursed by central government.
  - *Biosecurity/pest management* - \$132,845 over budget due to the timing of Towards Predator Free Taranaki expenditure. This is forecasted to be on budget by year end.



- *Passenger transport* - \$102,575 under budget due to bus contract costs running lower than expected and lower depreciation due to the delay in the regional integrated ticketing project.
- *Regional gardens* - \$228,525 under budget mainly due to a delay in the Kaitake Trail project funding.

### **Operational Report**

9. Operationally, programmes are materially on target with the planned levels of activity established for 2020/2021 in the *2020/2021 Annual Plan*.

### **Regional Integrated Ticketing System**

10. The RITS project continues to progress through its development and now deployment.
11. The Bee Card website went live for Taranaki on Monday 24 August beginning an eight week campaign until go-live on Monday 19 October 2020. The transport team supported by additional staff resources are undertaking a wide range of activities such as:
  - receiving training in the various modules such as Customer Work Station
  - training stakeholders such as our service agents,
  - handling customer telephone enquiries,
  - processing Concession applications e.g. SuperGold Card, Community Service Card
  - transferring customers' balances on their old cards to the new Bee cards for registered card holders.
12. This is a major project for Transport and having a more modern bus ticketing system is a major step forward in the ongoing enhancement of the services.
13. Resolution of financial back end issues continues to progress.
14. Project NEXT – no update is available at this time.

### **Communications and Education**

15. Communications activities are delivered across a range of channels including publications, media releases, advertising and digital media. Some recent highlights are:
  - A fantastic picture of a kererū captured by Mitch Graham, Head Gardener at Tūpare.



- A post highlighting the expansion of the Pukeiti Kids Treehouse Trail into te reo Māori – Te Ara Hikoi Wharerākau mō ngā tamariki. The post reached 2,055 users with 131 total engagement.

### Social Media by the Numbers

16. The total reach (non-unique users) across all six Facebook pages was 46,015 people. The total user engagement (where users liked, shared, clicked or commented) on our posts was 3,045. Our Facebook page followers have increased with a total of 350 more followers across our six pages from 9 September to 7 October 2020. Our Tweets reached 604 people.

Facebook page	Page followers	Reach	Engagement
TaranakiRegionalCouncil	4,830 (+46)	10,098	636
TaranakiPublicTransport	1,049 (+16)	16,325	518
Tūpare	1,633 (+94)	5,066	510
Pukeiti	2,299 (+105)	5,440	498
Hollard Gardens	1,831 (+66)	2,509	151
Towards Predator-Free Taranaki	1,778 (+23)	6,577	732

Top Facebook posts		Reach	Engaged
1	Calling all urban New Plymouth residents!	3,907	249

	<p>Do you have yellow or Kahilli ginger plants growing in your backyard?</p> <p>Yellow and Kahilli ginger are pest plants and must be destroyed.</p> <p>We're giving you the opportunity to get rid of your yellow and Kahilli ginger plants for free.</p> <p>(Taranaki Regional Council)</p>		
2	<p>Predator control efforts by Taranaki farmers are making a real difference to the rural landscape, with new research showing a 90% reduction in stoats and ferrets in areas targeted by trappers. Taranaki Taku Tūranga - Towards Predator-Free Taranaki is working with landowners on a 10-year plan to control introduced mustelids...</p> <p>(Towards Predator-Free Taranaki)</p>	3,145	724
3	<p>The Great Kererū Count starts on Friday! Whether you see any kererū or not, sharing your observations will help build up a clearer picture of where kererū live, how many there are and what they are feeding on. TRC Environment Officer Sam Haultain spotted this guy living the high life in the magnolias of Tūpare recently. Register and get details at <a href="http://www.greatkererucount.nz">www.greatkererucount.nz</a></p> <p>(Towards Predator-Free Taranaki)</p>	2,444	377
4	<p>More than 600km of Taranaki river and stream banks will be planted with almost a million native plants next winter as the region's farmers take advantage of a \$5 million Government boost. The funding for the Transforming Taranaki riparian management programme will not only give eligible farmers the chance to buy native plants for \$1 each...</p> <p>(Taranaki Regional Council)</p>	1,358	153
5	<p>This kererū was keeping Mitch company in the garden ☐ Remember the Great Kereru Count is on! Kererū are important seed dispensers helping to keep our native forests alive. Record your kererū observations at <a href="http://www.greatkererucount.nz">www.greatkererucount.nz</a></p> <p>(Tūpare)</p>	1,238	165
6	<p>Our new Rainforest Eatery is coming on 25 September and will be open 7 days a week from 10am-4pm, just in time for school holidays! The team behind the amazing The Baking Company will be opening the doors to serve up the finest coffee and delish food all lovingly made from scratch and following the seasons 🌿</p> <p>(Pukeiti)</p>	1,232	153

7	Wisteria pruned properly has impressive results come spring! Ours is looking beautiful as it flowers over the pergola (Tūpare)	969	159
8	Gardener Vane found a new friend at Tūpare last week 🌸 this cheeky pīwakawaka hanging out in its well built home! (Tūpare)	847	127
9	Who's seen this month's The Ōākura Post? It has heaps of great stuff, including an update from our project manager Toby on the Restore Kaitake zero possum project. You can read it all online at <a href="http://www.theoakurapost.co.nz">www.theoakurapost.co.nz</a> (we're on page 8!). And remember: If you see a possum in the Ōākura-Kaitake area, please let us know!! 🦨 (Towards Predator-Free Taranaki)	816	153
10	This kererū was keeping the Towards Predator-Free Taranaki team company at Pukeiti last week (Pukeiti)	801	47

### Health and Safety

17. The Health and Safety report for September 2020 is attached.

### Common Seal

18. There were no common seal transactions in this period.

### Decision-making considerations

19. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

### Financial considerations—LTP/Annual Plan

20. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

### Policy considerations

21. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

### **Iwi considerations**

22. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

### **Legal considerations**

23. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

### **Appendices/Attachments**

Document 2606561: Health and Safety Report - 1 September - 30 September 2020

Document 2607533: July 2020 Monthly Financial Report

Document 2609804: August 2020 Monthly Financial Report



## Health and Safety Dashboard

Reporting Period:

1 September – 30 September 2020

Incidents (1 July 2020 – 30 June 2021)

<b>Illness 0 (0)</b>	<b>Incidents 3 (4)</b>	<b>Injury 1 (5)</b>
----------------------	------------------------	---------------------

<b>ACC Claims 0 (1)</b>	<b>Near Miss 6 (25)</b>	<b>Notifiable 0 (0)</b>
-------------------------	-------------------------	-------------------------

### Types of Incidents and Injuries

Slips/Trips/Falls (no injury)	1	No Treatment	-
Sprains/Strains	-	First Aid	-
Cuts/Abrasions	-	Medical Centre	-
Bruising	-	Physiotherapy	-
Near Miss	6	Hospital	-
Vehicle Damage	2		
Insect Stings	-	Formal Investigation	1
Other	1	WorkSafe Investigation	-

### Health and Wellbeing

<b>Workstation Assessments 3</b>	<b>Health Monitoring Assessments 16</b> <b>Pre-employment assessments 0</b>
<b>Wellness Initiatives 'Reach out'</b>	<b>4 return to work plans currently in place</b> <b>(1 non-work related)</b>



## Health and Safety Objectives Update

**Health and Safety Committee Meeting  
1**

**Health and Safety Workers Committee  
Meeting  
1**

**2020/2021 Wellness Plan developed**

**Health and Safety training days:  
1 – ATV Hill Country**

**Chemical Audit completed**

**Hazard reviews completed:  
18**

**Pandemic Plan reviewed and updated**

**Predator Free 2050 Contractors  
all pre-approved**

**2020/2021 Health and Safety plan  
adopted**



JULY 2020

# MONTHLY FINANCIAL REPORT

TARANAKI REGIONAL COUNCIL



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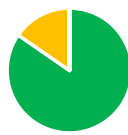


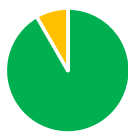
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## Executive summary

### Financial performance

FINANCIAL INDICATORS					
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% <span style="color: red;">●</span> ≥10%					
Total revenue		Operating expenditure		Operating surplus/deficit	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:		Council's total revenue less operating expenditure:	
Actual YTD:	Trend:	Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.8M	\$51.2K under budget 	\$2.6M	\$124.4K under budget 	\$-1.8M	\$73.1K under budget 
Against a YTD budget of \$0.8M and a full year budget of \$47.9M.		Against a YTD budget of \$2.7M and a full year budget of \$49.2M.		Against a YTD budget of \$-1.9M and a full year budget of \$-1.3M.	

FINANCIAL PERFORMANCE			
Operating Expenditure		Income	
Actual	Forecast	Actual	Forecast
Financial Performance 	Future Performance 	Financial Performance 	Future Performance 

### Commentary and variances

The financial year has started well and is tracking slightly ahead of budget.

## Key

This section defines the symbols and colours used in the Executive Summary and the Groups of Activities.

### Introduction

In the "Financial Indicators Section", for revenue, expenditure and operating surplus/deficit, for the whole of the Council the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates an improving trend and a red down arrow indicates a deteriorating trend.

The financial performance pie graphs for operating expenditure and income show the actual performance against budget and the forecast performance against budget, accumulated for all activities. The green slice indicates the number of activities where the variance is within plus or minus 5% and less than \$50,000. The yellow slice indicates the number of activities where the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. The red slice indicates the number of activities where the variance is more than plus or minus 10% and more than \$100,000.

The operational performance pie graphs for levels of service and individual activities show the actual performance against budget and the forecast performance against budget, accumulated for all activities. The green slice indicates the number of levels of service/activities where the actual performance is on target. The yellow slice indicates the number of levels of service/activities where the actual performance is at risk of not being achieved. The red slice indicates the number of levels of service/activities where the actual performance is not meeting the target.

### For each Group of Activities:

In the "Financial Indicators Section", for revenue and expenditure, for that group of activities, the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates an improving trend and a red down arrow indicates a deteriorating trend.

In the "Operating Expenditure by Activity" section, there is a dial for each activity comparing YTD expenditure against budget and a forecast for the rest of the year. The colours are green – variance of less than plus or minus 5% and less than \$50,000, yellow – plus or minus variance of more than 5% and between \$50,000 and \$100,000 but less than 10% and red – plus or minus variance of more than 10% and \$100,000.

The key components of each dial are:

- The outer ring is the forecast for the rest of the year – green OK, yellow performance at risk, red target will not be achieved
- The pointer indicates whether the variance is over or under budget and the colour indicates the scale of the variance – the actual variance figure sits at the bottom of the pointer
- The YTD and Full Year (FY) budgets are included in the grey section.



The operational performance pie graphs for levels of service and individual activities show the actual performance against budget and the forecast performance against budget, accumulated for all activities within that group of activities. The green slice indicates the number of levels of service/activities where the actual performance is on target. The yellow slice indicates the number of levels of service/activities where the actual performance is at risk of not being achieved. The red slice indicates the number of levels of service/activities where the actual performance is not meeting the target.

## Statement of comprehensive revenue and expense



This statement summarises performance against budget for the month and for the year to date.


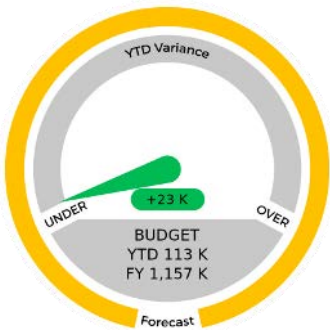
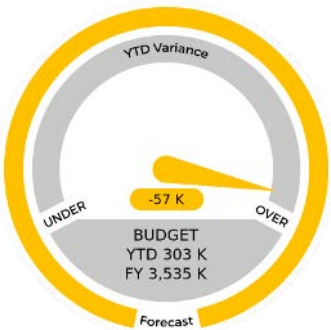

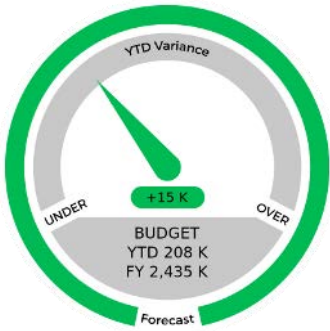

	Month			Year to date			2020/2021
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Cost of services</b>							
Resource management	1,212,539	1,195,332	-17,207	1,212,539	1,195,332	-17,207	24,532,923
Biosecurity and biodiversity	501,296	450,173	-51,123	501,296	450,173	-51,123	7,360,373
Transport	341,968	412,885	70,917	341,968	412,885	70,917	4,992,065
Hazard management	61,199	81,275	20,076	61,199	81,275	20,076	998,686
Recreation culture and heritage	346,243	442,483	96,240	346,243	442,483	96,240	8,554,161
Regional representation advocacy and investment management	144,552	150,022	5,470	144,552	150,022	5,470	1,760,516
<b>Total operating expenditure</b>	<b>2,607,796</b>	<b>2,732,170</b>	<b>124,374</b>	<b>2,607,796</b>	<b>2,732,170</b>	<b>124,374</b>	<b>48,198,724</b>
<b>Revenue from exchange transactions</b>							
Direct charges revenue	235,503	285,963	-50,460	235,503	285,963	-50,460	4,376,777
Rent revenue	111,326	95,833	15,493	111,326	95,833	15,493	1,150,000
Dividends	0	0	0	0	0	0	8,000,000
<b>Revenue from non-exchange transactions</b>							
General rates revenue	0	0	0	0	0	0	7,954,392
Targeted rates revenue	0	0	0	0	0	0	5,971,173
Direct charges revenue	142,909	182,194	-39,285	142,909	182,194	-39,285	15,026,419
Government grants	268,183	248,414	19,769	268,183	248,414	19,769	4,094,968
Vested assets	0	0	0	0	0	0	0
<b>Total income</b>	<b>757,921</b>	<b>812,404</b>	<b>-54,483</b>	<b>757,921</b>	<b>812,404</b>	<b>-54,483</b>	<b>46,573,729</b>
<b>Operating surplus/(deficit) before finance income/expenses &amp; taxation</b>	<b>-1,849,875</b>	<b>-1,919,766</b>	<b>69,891</b>	<b>-1,849,875</b>	<b>-1,919,766</b>	<b>69,891</b>	<b>-1,624,995</b>
Finance income	28,245	25,000	3,245	28,245	25,000	3,245	1,341,772
Finance expense	0	0	0	0	0	0	-1,041,772
Net finance expense	28,245	25,000	3,245	28,245	25,000	3,245	2,383,544
<b>Operating surplus before taxation</b>	<b>-1,821,630</b>	<b>-1,894,766</b>	<b>73,136</b>	<b>-1,821,630</b>	<b>-1,894,766</b>	<b>73,136</b>	<b>300,000</b>
<b>Other gains/losses</b>							
Gains/(losses) on revaluation of properties	0	0	0	0	0	0	0
<b>Operating surplus before taxation</b>	<b>-1,821,630</b>	<b>-1,894,766</b>	<b>73,136</b>	<b>-1,821,630</b>	<b>-1,894,766</b>	<b>73,136</b>	<b>-1,324,995</b>
Income tax expense	0	0	0	0	0	0	10,000
<b>Surplus/(deficit) for the period</b>	<b>-1,821,630</b>	<b>-1,894,766</b>	<b>73,136</b>	<b>-1,821,630</b>	<b>-1,894,766</b>	<b>73,136</b>	<b>-1,334,995</b>
<b>Other comprehensive income</b>							
Revaluation of property, plant and equipment	0	0	0	0	0	0	0
<b>Other comprehensive income, net of tax</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Operating surplus/(deficit)</b>	<b>-1,821,630</b>	<b>-1,894,766</b>	<b>73,136</b>	<b>-1,821,630</b>	<b>-1,894,766</b>	<b>73,136</b>	<b>-1,334,995</b>



## Resource management

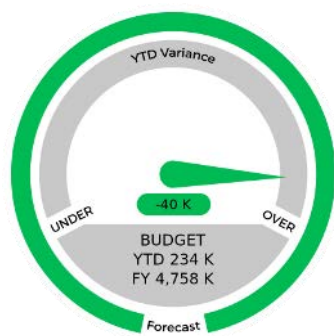
### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> $\geq 5\%$ and <span style="color: red;">●</span> $< 10\% \geq 10\%$			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.4M	\$44.8K under budget 	\$1.2M	\$17.2K over budget 
Against a YTD budget of 0.4M and a full year budget of 17.3M.		Against a YTD budget of 1.2M and a full year budget of 24.5M.	

Operating Expenditure by Activity					
 <p>Resource management planning</p>		 <p>Consent processing and administration</p>		 <p>Compliance monitoring programmes</p>	
 <p>Pollution incidence and response</p>		 <p>State of the environment monitoring</p>		 <p>Resource investigations and projects</p>	

## RESOURCE MANAGEMENT

## Operating Expenditure by Activity



Sustainable land management plans and plant supply programme



Enhancement grants

Key	YTD Variance
■	< 5% and less than \$50,000
■	≥ 5% < 10% and between \$50,000 and \$100,000
■	≥ 10% and greater than \$100,000

## Commentary and variances

Overall resource management expenditure is on budget. There are no material activity variances (> or < than \$100,000).

## RESOURCE MANAGEMENT

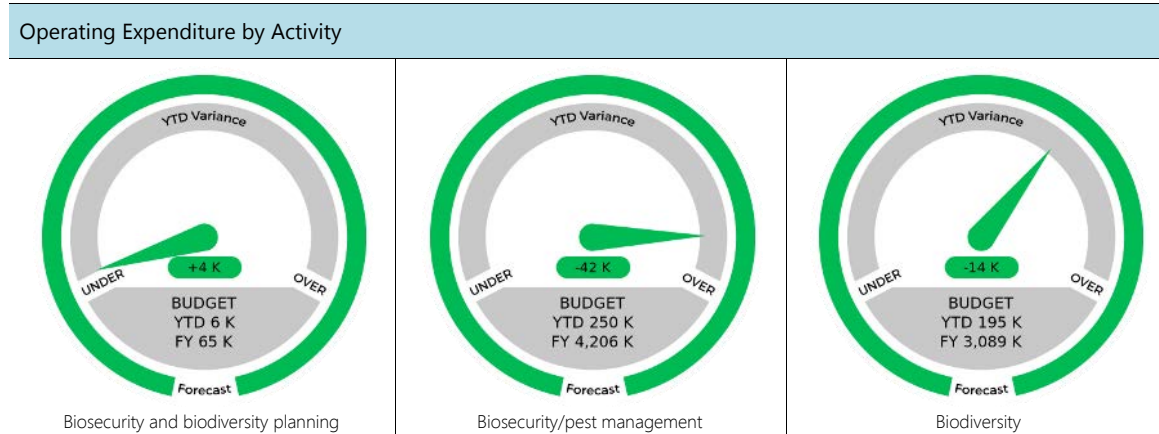
## Cost of services statement

RESOURCE MANAGEMENT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Resource management planning	56,016	90,601	34,585	56,016	90,601	34,585	1,055,744
Consent processing and administration	90,288	113,015	22,727	90,288	113,015	22,727	1,157,001
Compliance monitoring programmes	360,066	302,780	-57,286	360,066	302,780	-57,286	3,535,190
Pollution incidents and response	107,158	85,938	-21,220	107,158	85,938	-21,220	1,004,005
State of the environment monitoring	193,153	208,329	15,176	193,153	208,329	15,176	2,434,537
Resource investigations and projects	16,613	37,205	20,592	16,613	37,205	20,592	435,802
Sustainable land management plans and plant supply programme	274,070	234,016	-40,054	274,070	234,016	-40,054	4,757,793
Waitara River catchment	50	0	-50	50	0	-50	7,828,882
Enhancement grants	115,125	123,448	8,323	115,125	123,448	8,323	2,323,969
<b>Total expenditure</b>	<b>1,212,539</b>	<b>1,195,332</b>	<b>-17,207</b>	<b>1,212,539</b>	<b>1,195,332</b>	<b>-17,207</b>	<b>24,532,923</b>
<b>Income</b>							
General rates	325,167	325,167	0	325,167	325,167	0	3,061,369
Direct charges	280,494	332,504	-52,010	280,494	332,504	-52,010	15,258,159
Government grants	90,570	83,333	7,237	90,570	83,333	7,237	2,036,000
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	-13,558	-8,333	-5,225	-13,558	-8,333	-5,225	-100,000
Investment funds	529,866	462,661	67,205	529,866	462,661	67,205	4,277,395
<b>Total income</b>	<b>1,212,539</b>	<b>1,195,332</b>	<b>17,207</b>	<b>1,212,539</b>	<b>1,195,332</b>	<b>17,207</b>	<b>24,532,923</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Biosecurity and biodiversity

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.0M	\$27.6K over budget ↑	\$0.5M	\$51.1K over budget ↓
Against a YTD budget of 0.0M and a full year budget of 2.7M.		Against a YTD budget of 0.5M and a full year budget of 7.4M.	



Key	YTD Variance
<span style="color: green;">■</span>	< 5% and less than \$50,000
<span style="color: yellow;">■</span>	≥ 5% < 10% and between \$50,000 and \$100,000
<span style="color: red;">■</span>	≥ 10% and greater than \$100,000

### Commentary and variances

Overall biosecurity and biodiversity expenditure is over budget. There are no material activity variances (> or < than \$100,000).



## BIOSECURITY AND BIODIVERSITY

## Cost of services statement

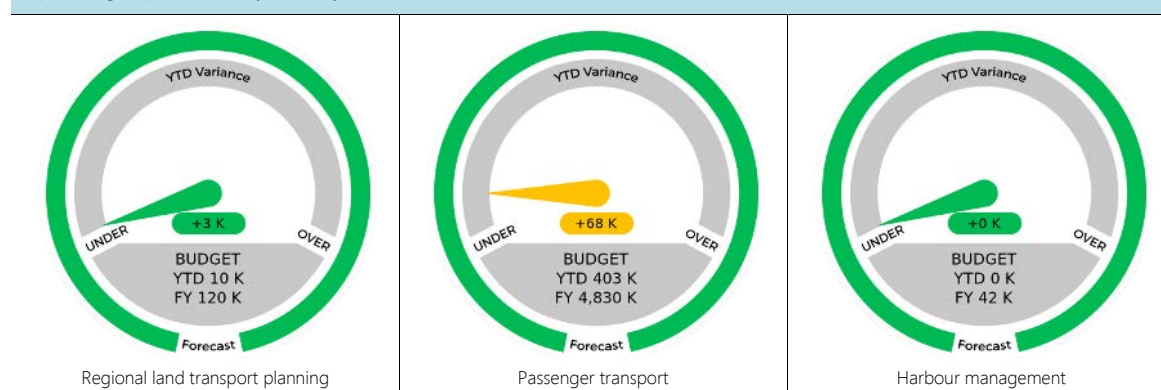
BIOSECURITY AND BIODIVERSITY							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Biosecurity and biodiversity planning	1,096	5,547	4,451	1,096	5,547	4,451	65,272
Biosecurity/pest management	291,281	249,636	-41,645	291,281	249,636	-41,645	4,206,046
Biodiversity	208,919	194,990	-13,929	208,919	194,990	-13,929	3,089,055
<b>Total expenditure</b>	<b>501,296</b>	<b>450,173</b>	<b>-51,123</b>	<b>501,296</b>	<b>450,173</b>	<b>-51,123</b>	<b>7,360,373</b>
<b>Income</b>							
General rates	181,410	181,410	0	181,410	181,410	0	1,985,485
Direct charges	42,927	15,295	27,632	42,927	15,295	27,632	2,700,737
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	0	0	0	0	0	0	-100,000
Investment funds	276,959	253,468	23,491	276,959	253,468	23,491	2,774,151
<b>Total income</b>	<b>501,296</b>	<b>450,173</b>	<b>51,123</b>	<b>501,296</b>	<b>450,173</b>	<b>51,123</b>	<b>7,360,373</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Transport

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.2M	\$22.4K under budget 	\$0.3M	\$70.9K under budget 
Against a YTD budget of 0.3M and a full year budget of 3.2M.		Against a YTD budget of 0.4M and a full year budget of 5.0M.	

### Operating Expenditure by Activity



Key	YTD Variance
<span style="color: green;">■</span>	< 5% and less than \$50,000
<span style="color: yellow;">■</span>	≥ 5% < 10% and between \$50,000 and \$100,000
<span style="color: red;">■</span>	≥ 10% and greater than \$100,000

### Commentary and variances

Overall transport expenditure is under budget. There are no material activity variances (> or < than \$100,000).

## TRANSPORT

## Cost of services statement

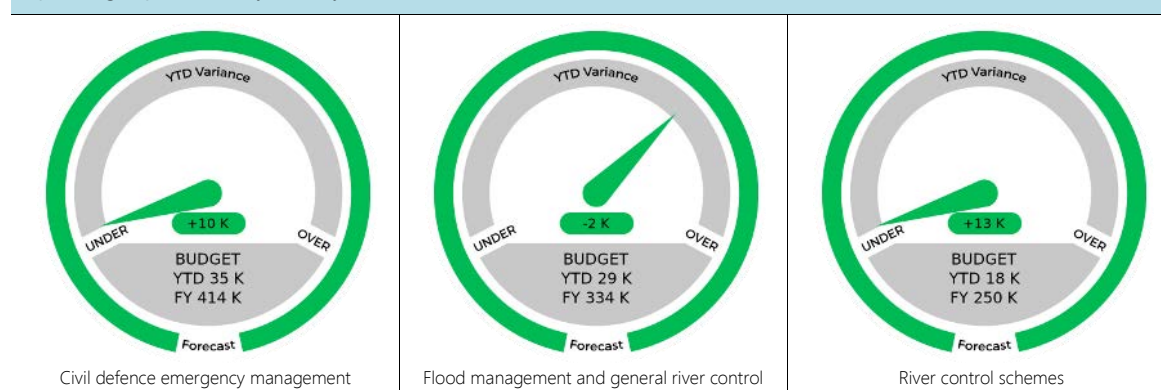
TRANSPORT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Regional land transport planning	7,096	10,143	3,047	7,096	10,143	3,047	120,377
Passenger transport	334,872	402,617	67,745	334,872	402,617	67,745	4,830,188
Harbour management	0	125	125	0	125	125	41,500
<b>Total expenditure</b>	<b>341,968</b>	<b>412,885</b>	<b>70,917</b>	<b>341,968</b>	<b>412,885</b>	<b>70,917</b>	<b>4,992,065</b>
<b>Income</b>							
General rates	62,550	62,550	0	62,550	62,550	0	199,448
Targeted rates	0	0	0	0	0	0	1,280,678
Direct charges	62,955	97,858	-34,903	62,955	97,858	-34,903	1,174,300
Government grants	177,613	165,081	12,532	177,613	165,081	12,532	2,058,968
Government grants for capital	0	0	0	0	0	0	0
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	0	0	0	0	0	0	0
Investment funds	38,850	87,396	-48,546	38,850	87,396	-48,546	278,671
<b>Total income</b>	<b>341,968</b>	<b>412,885</b>	<b>-70,917</b>	<b>341,968</b>	<b>412,885</b>	<b>-70,917</b>	<b>4,992,065</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Hazard management

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.0M	\$0.1K over budget ↑	\$0.1M	\$20.1K under budget ↑
Against a YTD budget of 0.0M and a full year budget of 0.0M.		Against a YTD budget of 0.1M and a full year budget of 1.0M.	

### Operating Expenditure by Activity



Key	YTD Variance
<span style="color: green;">■</span>	< 5% and less than \$50,000
<span style="color: yellow;">■</span>	≥ 5% < 10% and between \$50,000 and \$100,000
<span style="color: red;">■</span>	≥ 10% and greater than \$100,000

### Commentary and variances

Overall hazard management expenditure is under budget. There are no material activity variances (> or < than \$100,000).





## HAZARD MANAGEMENT

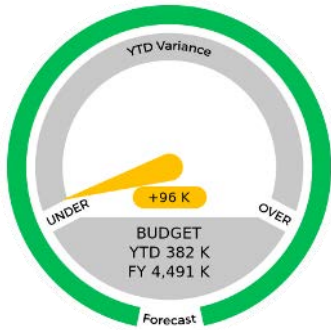

## Cost of services statement

HAZARD MANAGEMENT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Civil defence emergency management	24,519	34,505	9,986	24,519	34,505	9,986	414,058
Flood management and general river control	31,721	29,264	-2,457	31,721	29,264	-2,457	334,138
River control schemes	4,959	17,506	12,547	4,959	17,506	12,547	250,490
<b>Total expenditure</b>	<b>61,199</b>	<b>81,275</b>	<b>20,076</b>	<b>61,199</b>	<b>81,275</b>	<b>20,076</b>	<b>998,686</b>
<b>Income</b>							
General rates	33,904	33,904	0	33,904	33,904	0	162,654
Targeted rates	0	0	0	0	0	0	747,776
Direct charges	58	0	58	58	0	58	0
Government grants	0	0	0	0	0	0	0
Transfer from reserves	14,458	0	14,458	14,458	0	14,458	0
Transfer to reserves	0	0	0	0	0	0	-50,228
Investment funds	12,779	47,371	-34,592	12,779	47,371	-34,592	227,263
<b>Total income</b>	<b>61,199</b>	<b>81,275</b>	<b>-20,076</b>	<b>61,199</b>	<b>81,275</b>	<b>-20,076</b>	<b>1,087,465</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>88,779</b>

## Recreation, culture and heritage

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.0M	\$10.9K under budget 	\$0.3M	\$96.2K under budget 
Against a YTD budget of 0.0M and a full year budget of 0.2M.		Against a YTD budget of 0.4M and a full year budget of 8.6M.	

Operating Expenditure by Activity		
 <p>Regional gardens</p>	 <p>Puke Ariki</p>	

Key	YTD Variance
<span style="color: green;">■</span>	< 5% and less than \$50,000
<span style="color: yellow;">■</span>	≥ 5% < 10% and between \$50,000 and \$100,000
<span style="color: red;">■</span>	≥ 10% and greater than \$100,000

### Commentary and variances

Overall recreation, culture and heritage expenditure is under budget. There are no material activity variances (> or < than \$100,000).



## RECREATION, CULTURE AND HERITAGE


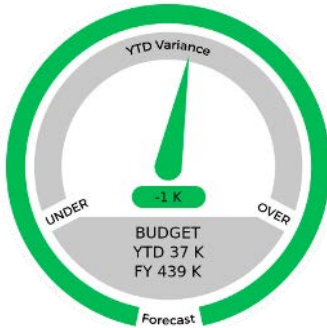
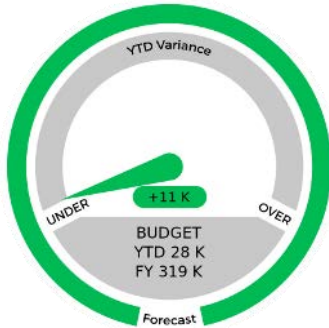

## Cost of services statement

RECREATION CULTURE AND HERITAGE							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Regional gardens	286,243	382,483	96,240	286,243	382,483	96,240	4,491,442
Puke Ariki	60,000	60,000	0	60,000	60,000	0	120,000
Yarrow Stadium	0	0	0	0	0	0	3,942,719
<b>Total expenditure</b>	<b>346,243</b>	<b>442,483</b>	<b>96,240</b>	<b>346,243</b>	<b>442,483</b>	<b>96,240</b>	<b>8,554,161</b>
<b>Income</b>							
General rates	177,733	177,733	0	177,733	177,733	0	1,841,487
Targeted rates	0	0	0	0	0	0	0
Direct charges	5,468	16,418	-10,950	5,468	16,418	-10,950	197,000
Investment funds	163,042	248,332	-85,290	163,042	248,332	-85,290	2,572,955
<b>Total income</b>	<b>346,243</b>	<b>442,483</b>	<b>-96,240</b>	<b>346,243</b>	<b>442,483</b>	<b>-96,240</b>	<b>8,554,161</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Regional representation, advocacy and investment management

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.0M	\$6.0K under budget 	\$0.1M	\$5.5K under budget 
Against a YTD budget of 0.0M and a full year budget of 0.1M.		Against a YTD budget of 0.2M and a full year budget of 1.8M.	

Operating Expenditure by Activity		
 <p>Investment management</p>	 <p>Community engagement</p>	 <p>Advocacy and response</p>
 <p>Governance</p>	<p>Key YTD Variance</p> <ul style="list-style-type: none"> <li><span style="color: green;">■</span> &lt; 5% and less than \$50,000</li> <li><span style="color: yellow;">■</span> ≥ 5% &lt; 10% and between \$50,000 and \$100,000</li> <li><span style="color: red;">■</span> ≥ 10% and greater than \$100,000</li> </ul>	

### Commentary and variances

Overall regional representation and advocacy expenditure is on budget. There are no material activity variances (> or < than \$100,000).

## REGIONAL REPRESENTATION, ADVOCACY AND INVESTMENT MANAGEMENT

## Cost of services statement

REGIONAL REPRESENTATION, ADVOCACY AND INVESTMENT MANAGEMENT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Investment management	0	500	500	0	500	500	6,000
Community engagement	37,883	37,145	-738	37,883	37,145	-738	438,513
Advocacy and response	16,594	27,921	11,327	16,594	27,921	11,327	319,091
Governance	90,076	84,456	-5,620	90,076	84,456	-5,620	996,912
<b>Total expenditure</b>	<b>144,552</b>	<b>150,022</b>	<b>5,470</b>	<b>144,552</b>	<b>150,022</b>	<b>5,470</b>	<b>1,760,516</b>
<b>Income</b>							
General rates	60,044	60,044	0	60,044	60,044	0	703,948
Direct charges	118	6,083	-5,965	118	6,083	-5,965	73,000
Investment funds	84,391	83,895	496	84,391	83,895	496	983,568
<b>Total income</b>	<b>144,552</b>	<b>150,022</b>	<b>-5,470</b>	<b>144,552</b>	<b>150,022</b>	<b>-5,470</b>	<b>1,760,516</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Statement of financial position

This statement summarises the Council's assets, liabilities and residual equity. The statement is split between current items (those expected to be realised within 12 months) and non-current items (expected to last longer than 12 months).

	Month End Actual \$	2020/2021 Estimates \$	2019/2020 Annual Report \$
<b>Current Assets</b>			
Cash and cash equivalents	3,384,679	632,347	2,945,237
Current portion of investments	12,868,189	-	12,595,467
Trade and other receivables	3,150,206	2,000,000	6,969,430
Inventories	162,185	-	162,185
Loan to Taranaki Stadium Trust	4,000,000	25,000,000	4,000,000
Prepayments	253,766	100,000	245,831
Work in progress	324,827	400,000	189,382
<b>Total current assets</b>	<b>24,143,851</b>	<b>28,132,347</b>	<b>27,107,532</b>
<b>Non-current assets</b>			
Treasury investments	1,004,428	4,900,000	1,000,000
Port Taranaki Ltd	26,000,000	26,000,000	26,000,000
Civic Assurance Ltd	1,000	1,000	1,000
Regional Software Holdings Ltd	798,118	798,118	798,118
Intangible assets	844,116	1,825,922	869,701
Investment properties	19,559,000	17,380,500	19,559,000
Property plant and equipment	32,803,237	35,040,516	32,786,757
Deferred tax asset	80,499	-	80,499
<b>Total non-current assets</b>	<b>81,090,398</b>	<b>85,946,056</b>	<b>81,095,075</b>
<b>Total assets</b>	<b>105,234,249</b>	<b>114,078,403</b>	<b>108,202,607</b>
<b>Current liabilities</b>			
Trade and other payables	4,442,239	2,500,000	5,539,140
Work-in-progress	541,988	600,000	591,816
Employee entitlements current	1,141,005	935,000	1,141,005
Borrowings	4,000,000	-	4,000,000
<b>Total current liabilities</b>	<b>10,125,232</b>	<b>4,035,000</b>	<b>11,271,961</b>
<b>Non-current liabilities</b>			
Employee entitlements term	556,500	800,000	556,500
Borrowings	-	25,000,000	-
<b>Total non-current liabilities</b>	<b>556,500</b>	<b>25,800,000</b>	<b>556,500</b>
<b>Total liabilities</b>	<b>10,681,732</b>	<b>29,835,000</b>	<b>11,828,461</b>
<b>Public equity</b>			
Retained earnings	68,680,649	60,800,538	70,501,379
Reserves	20,654,996	18,933,527	20,655,895
Asset revaluation reserves	5,216,872	4,509,338	5,216,872
<b>Total public equity</b>	<b>94,552,517</b>	<b>84,243,403</b>	<b>96,374,146</b>
<b>Total liabilities and equity</b>	<b>105,234,249</b>	<b>114,078,403</b>	<b>108,202,607</b>

### Commentary and variances

There are no significant variances to report.

## Capital expenditure and disposals

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Capital expenditure in excess of \$10,000 for the month was:

DESCRIPTION	AMOUNT \$
Ford Ranger Utes x 2	102,899
My TRC Website Development WIP	40,000

Fixed asset disposals in excess of \$10,000 for the month were:-

DESCRIPTION	AMOUNT \$
2013 Toyota Rav 4	10,735
Kubota Tractor	11,827

## Local Authorities (Members' Interests) Act 1968

Additions to the *Creditors Detail List* for June and July were:

CODE	CREDITOR NAME	ADDRESS	DATE ESTABLISHED
3436	Maxwell Engineering & Mechanical	548 Dover Road, New Plymouth	05-Jun-20
3437	Te Manea & Takutaimoana Kauika-Stevens Whanau Trust	3012 Waitotara Valley Rd, Whanganui	05-Jun-20
3438	Mataro Trustee Limited	427 Mataro Road, Urenui	08-Jun-20
3439	Greg & Nikki Jury	133 Stockman Road, Waitara	08-Jun-20
3440	Auto Mobile Mechanical Services	5788A Main South Road, Rahotu	12-Jun-20
3441	Mataitawa Farms Limited	144 Elsham Road, New Plymouth	16-Jun-20
3442	Carr, Richard	2 Cumming Street, Okato	16-Jun-20
3443	Fowler Farms Limited	470 Wilford Road, Patea	18-Jun-20
3444	P Hall & C Duignan-Hall Partnership	360 Albert Road, New Plymouth	19-Jun-20
3445	Waiweranui Farm Limited	5 Elizabeth Grove, Stratford	19-Jun-20
3446	LW & HVM Jury	14 Sutton Road, New Plymouth	19-Jun-20
3447	Chris Hill Fencing	641 Matau Road, Stratford	22-Jun-20
3448	Rukuwai Trusts Partnership	792 Ahipaipa Road, Hawera	22-Jun-20
3449	Ratahill Farm Trust	532 Newall Road, Warea	22-Jun-20
3450	Jones, Mr Peter	456 Newall Road, Okato	22-Jun-20
3451	Kerr, Shirley	21A Te Waerenga Road, Roturoa	23-Jun-20
3452	Sign Project	68 Vivain Street, New Plymouth	23-Jun-20
3453	Vero Insurance	Private Bag, Auckland	24-Jun-20
3454	Mackay, Mr Kenneth Wayne	115 Plymouth Road, New Plymouth	25-Jun-20
3455	Superior Civil Construction Limited	190 Warwick Road, Stratford	30-Jun-20
3456	RNB Trust Limited	554 Egmont Road, New Plymouth	07-Jul-20
3457	Hayden and Stacey Macdonald	703 Kaka Road, Urenui	07-Jul-20
3458	Excel Refrigeration and Air Conditioning Ltd	P O Box 97, Hawera	07-Jul-20
3462	Botanical Software Ltd	Bath, UK	09-Jul-20
3463	Compositae AS	Rykkimm, Norway	09-Jul-20
3464	Taylor Family Trust	114 Plymouth Road, Omata	15-Jul-20
3465	Trapper Man	535 Mangawhero Road, Hawera	15-Jul-20
3466	Ires Trust	P O Box 273, Hawera	15-Jul-20
3467	Copper Dog Pest Control	115 Wawiri Road, Toko	15-Jul-20
3468	Kawaroa Park	1 Tisch Ave, New Plymouth	17-Jul-20
3469	Wayne Bruce & Christine Louise Foreman	732 Hursthouse Road, Inglewood	21-Jul-20
3470	Saunders Family Trust	C/- P O Box 177, Stratford	21-Jul-20
3471	Garry Bourke Trust	C/- P O Box 177, Stratford	21-Jul-20
3472	Heath Park Trusts	479 Wortley Road, Inglewood	21-Jul-20



3473	Sentinal Farms Limited	283 Cheal Road, Stratford	21-Jul-20
3474	Brett & Gillian Shearer	15 Old Normanby Road, Manaia	21-Jul-20
3475	The Grange Trust	P O Box 84, Eltham	22-Jul-20
3476	Pearse Farms Limited	105 Barry Road, Inglewood	22-Jul-20
3477	CPX Limited	106 Crosby Road, Hamilton	22-Jul-20
3478	Bashford-Nicholls Charitable Trust	C/- Harris Taylor Ltd, Hawera	22-Jul-20
3479	Childs Creek Limited	203 Opunake Road, Stratford	23-Jul-20
3480	JW & MT Hamblyn Family Trusts	115 Faull Road, Waitara	23-Jul-20
3481	Gravity New Plymouth Ltd	16 Hudson Road, New Plymouth	24-Jul-20
3482	Plasback NZ Np	P O Box 4575, Christchurch	24-Jul-20
3483	Craft Smoothie Ltd	Fitzroy, New Plymouth	24-Jul-20
3484	NZ Mountain Safety Council	P O Box 6027, Wellington	24-Jul-20
3485	U3 Farm Limited	243 Beaconsfield Road, Midhirst	27-Jul-20
3486	Cromarty Trust	204R Pembroke Road, Stratford	27-Jul-20
3487	Botanic Gardens Australia & NZ	101 Glenmore Street, Wellington	27-Jul-20
3488	Imola Farms Limited	5476 Main South Road, Opunake	27-Jul-20
3489	Alan Fenwick & Rachel Joan Hunger	68 Ohanga Road, Waitara	27-Jul-20
3493	Wayne & Jean Allerby	569 Lincoln Road, Inglewood	29-Jul-20
3494	David Law Contracting	45B Cassandra Street, Stratford	29-Jul-20
3495	Barlow, Ms Andrea	679 Wingrove Road, Stratford	29-Jul-20
3496	Meuli, Tai	614 Salisbury Road, Midhirst	29-Jul-20

## Notes:

1. The schedule of all previously listed creditors for the purpose of the Local Authorities (Members' Interests) Act 1968 is available for Members' perusal.
2. The schedule excludes any staff who may have become a creditor.
3. Under the terms of Section 6 and Section (1) of the Local Authorities (Members' Interests) Act 1968, members are required to declare if they hold directly or indirectly, a pecuniary interest other than an interest in common with the public.

## Financial delegations

The following payments were made during the period to 31 July 2020 that exceeded the budgeted approved delegated authority levels:

DESCRIPTION	AMOUNT \$
Nil	

## Aged debtors analysis

The total debtors outstanding at 31 July 2020 were aged as follows:

DESCRIPTION	AMOUNT \$	PERCENT %
Current balance	718,249	28
30 days balance	1,588,208	63
60 days balance	55,715	2
90 days and over balance	183,912	7
<b>Total debtors</b>	<b>2,546,084</b>	<b>100</b>

## Reserves

As at 31 July 2020 the following reserve balances were held:

DESCRIPTION	AMOUNT \$
Contingency/Disaster Reserve	1,086,000
North Taranaki/Waitara River Control Scheme Reserve	1,198,188
South Taranaki Rivers Control Scheme Reserve	(18,047)
Dividend Equalisation Reserve	6,424,063
Egmont National Park Control Reserve	613,000
Endowment Land Sales Reserve	2,170,000
Waitara Lands Act 2018 Reserve	9,181,792
<b>Total reserves</b>	<b>20,654,996</b>

## Bank and investment balances

As at 31 July 2020 the following cash, bank and investment balances were held:

	% OF TOTAL	INVESTED \$	YIELD %	MATURITY DATE
Bank of New Zealand:				
Call Account	11	2,017,041	0.3	On Call
Current accounts	2	339,714	0.1	On Call
Waitara Lands Account		1,046	0.1	On Call
Term Investment	6	1,001,227	1.4	27/11/2020
Subordinated Notes	6	1,004,428	5.3	17/12/2025
TSB Bank:				
Cheque Accounts		611		On Call
Call Account	6	1,008,467	0.5	On Call
Term Investment	10	1,643,684	3.6	09/04/2021
Waitara Lands Term Investment	13	2,198,590	1.6	31/01/2021
ASB Bank:				
Cheque Account		17,496		On Call
Term Investment	6	1,042,835	2.8	01/08/2020
Waitara Lands Term Investment	12	2,108,069	1.9	07/11/2020
Westpac:				
Waitara Lands Account		303	0.1	On Call
Waitara Lands Term Investment	15	2,641,157	2.4	06/10/2020
Waitara Lands Term Investment	13	2,232,626	1.8	22/01/2021
<b>Total</b>	<b>100</b>	<b>17,257,296</b>	<b>2.4*</b>	

All investments are in accordance with the *Investment Policy*. \* Weighted average interest rate.

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AUGUST 2020

# MONTHLY FINANCIAL REPORT

TARANAKI REGIONAL COUNCIL



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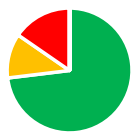
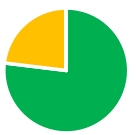






## Executive summary

### Financial performance

FINANCIAL INDICATORS					
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% <span style="color: red;">●</span> ≥10%					
Total revenue		Operating expenditure		Operating surplus/deficit	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:		Council's total revenue less operating expenditure:	
Actual YTD:	Trend:	Actual YTD:	Trend:	Actual YTD:	Trend:
\$5.3M	\$34.4K over budget 	\$6.3M	\$67.7K under budget 	\$-1.0M	\$102.1K under budget 
Against a YTD budget of \$5.2M and a full year budget of \$47.9M.		Against a YTD budget of \$6.3M and a full year budget of \$49.2M.		Against a YTD budget of \$-1.1M and a full year budget of \$-1.3M.	

FINANCIAL PERFORMANCE			
Operating Expenditure		Income	
Actual	Forecast	Actual	Forecast
Financial Performance 	Future Performance 	Financial Performance 	Future Performance 

### Commentary and variances

The financial year has started well and is tracking slightly ahead of budget.

## Key

This section defines the symbols and colours used in the Executive Summary and the Groups of Activities.

### Introduction

In the "Financial Indicators Section", for revenue, expenditure and operating surplus/deficit, for the whole of the Council the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates an improving trend and a red down arrow indicates a deteriorating trend.

The financial performance pie graphs for operating expenditure and income show the actual performance against budget and the forecast performance against budget, accumulated for all activities. The green slice indicates the number of activities where the variance is within plus or minus 5% and less than \$50,000. The yellow slice indicates the number of activities where the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. The red slice indicates the number of activities where the variance is more than plus or minus 10% and more than \$100,000.

The operational performance pie graphs for levels of service and individual activities show the actual performance against budget and the forecast performance against budget, accumulated for all activities. The green slice indicates the number of levels of service/activities where the actual performance is on target. The yellow slice indicates the number of levels of service/activities where the actual performance is at risk of not being achieved. The red slice indicates the number of levels of service/activities where the actual performance is not meeting the target.

### For each Group of Activities:

In the "Financial Indicators Section", for revenue and expenditure, for that group of activities, the actual year to date (YTD) performance is compared against the YTD budget. A green variance indicates that the variance is within plus or minus 5% and less than \$50,000. A yellow variance indicates that the variance is greater than plus or minus 5% and between \$50,000 and \$100,000 but less than plus or minus 10% and more than \$100,000. A red variance indicates that the variance is more than plus or minus 10% and more than \$100,000. The arrow indicates the trend over time. A green up arrow indicates an improving trend and a red down arrow indicates a deteriorating trend.

In the "Operating Expenditure by Activity" section, there is a dial for each activity comparing YTD expenditure against budget and a forecast for the rest of the year. The colours are green – variance of less than plus or minus 5% and less than \$50,000, yellow – plus or minus variance of more than 5% and between \$50,000 and \$100,000 but less than 10% and red – plus or minus variance of more than 10% and \$100,000.

The key components of each dial are:

- The outer ring is the forecast for the rest of the year – green OK, yellow performance at risk, red target will not be achieved
- The pointer indicates whether the variance is over or under budget and the colour indicates the scale of the variance – the actual variance figure sits at the bottom of the pointer
- The YTD and Full Year (FY) budgets are included in the grey section.



The operational performance pie graphs for levels of service and individual activities show the actual performance against budget and the forecast performance against budget, accumulated for all activities within that group of activities. The green slice indicates the number of levels of service/activities where the actual performance is on target. The yellow slice indicates the number of levels of service/activities where the actual performance is at risk of not being achieved. The red slice indicates the number of levels of service/activities where the actual performance is not meeting the target.

## Statement of comprehensive revenue and expense

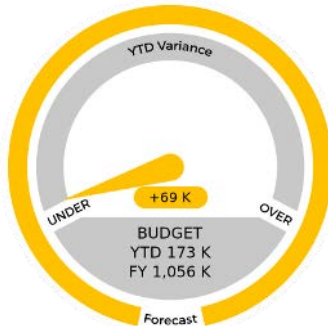
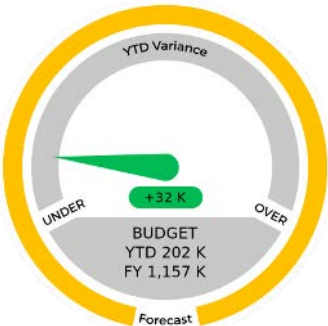
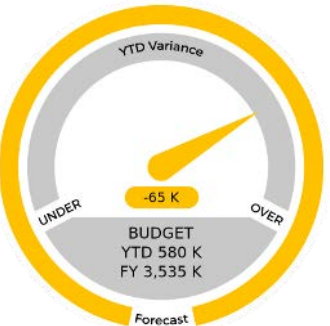

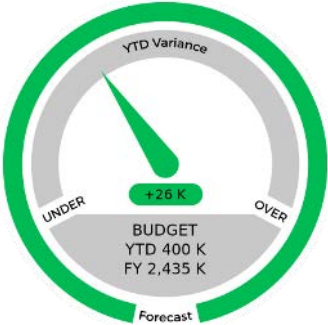
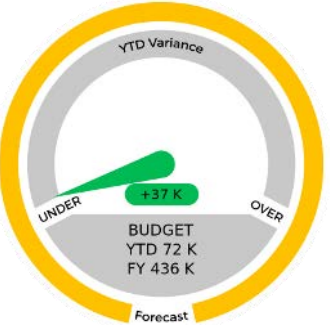
This statement summarises performance against budget for the month and for the year to date.

	Month			Year to date			2020/2021
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Cost of services</b>							
Resource management	1,396,536	1,264,734	-131,802	2,609,075	2,460,066	-149,009	24,532,923
Biosecurity and biodiversity	450,275	335,370	-114,905	951,571	785,543	-166,028	7,360,373
Transport	374,117	407,357	33,240	716,085	820,242	104,157	4,992,065
Hazard management	87,236	77,842	-9,394	148,434	159,117	10,683	998,686
Recreation culture and heritage	1,214,589	1,346,874	132,285	1,560,832	1,789,357	228,525	8,554,161
Regional representation advocacy and investment management	118,489	137,571	19,082	263,041	287,593	24,552	1,760,516
<b>Total operating expenditure</b>	<b>3,641,241</b>	<b>3,569,748</b>	<b>-71,493</b>	<b>6,249,038</b>	<b>6,301,918</b>	<b>52,880</b>	<b>48,198,724</b>
<b>Revenue from exchange transactions</b>							
Direct charges revenue	302,505	298,463	4,042	538,008	584,426	-46,418	4,376,777
Rent revenue	95,236	95,833	-597	206,563	191,666	14,897	1,150,000
Dividends	0	0	0	0	0	0	8,000,000
<b>Revenue from non-exchange transactions</b>							
General rates revenue	1,988,598	1,988,598	0	1,988,598	1,988,598	0	7,954,392
Targeted rates revenue	1,492,806	1,492,793	13	1,492,806	1,492,793	13	5,971,173
Direct charges revenue	151,412	231,694	-80,282	294,321	413,888	-119,567	15,026,419
Government grants	423,490	248,414	175,076	691,673	496,828	194,845	4,094,968
Vested assets	0	0	0	0	0	0	0
<b>Total income</b>	<b>4,454,048</b>	<b>4,355,795</b>	<b>98,253</b>	<b>5,211,969</b>	<b>5,168,199</b>	<b>43,770</b>	<b>46,573,729</b>
<b>Operating surplus/(deficit) before finance income/expenses &amp; taxation</b>	<b>812,807</b>	<b>786,047</b>	<b>26,760</b>	<b>-1,037,069</b>	<b>-1,133,719</b>	<b>96,650</b>	<b>-1,624,995</b>
Finance income	37,424	50,000	-12,576	65,669	75,000	-9,331	1,341,772
Finance expense	10,202	25,000	14,798	10,202	25,000	14,798	-1,041,772
Net finance expense	27,222	25,000	2,222	55,467	50,000	5,467	300,000
<b>Operating surplus before taxation</b>	<b>840,029</b>	<b>811,047</b>	<b>28,982</b>	<b>-981,602</b>	<b>-1,083,719</b>	<b>102,117</b>	<b>-1,324,995</b>
<b>Other gains/losses</b>							
Gains/(losses) on revaluation of properties	0	0	0	0	0	0	0
<b>Operating surplus before taxation</b>	<b>840,029</b>	<b>811,047</b>	<b>28,982</b>	<b>-981,602</b>	<b>-1,083,719</b>	<b>102,117</b>	<b>1,324,995</b>
Income tax expense	0	0	0	0	0	0	10,000
<b>Surplus/(deficit) for the period</b>	<b>840,029</b>	<b>811,047</b>	<b>28,982</b>	<b>-981,602</b>	<b>-1,083,719</b>	<b>102,117</b>	<b>-1,334,995</b>
<b>Other comprehensive income</b>							
Revaluation of property, plant and equipment	0	0	0	0	0	0	0
<b>Other comprehensive income, net of tax</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Operating surplus/(deficit)</b>	<b>840,029</b>	<b>811,047</b>	<b>28,982</b>	<b>-981,602</b>	<b>-1,083,719</b>	<b>102,117</b>	<b>-1,334,995</b>

## Resource management

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$1.0M	\$93.1K over budget ↑	\$2.6M	\$149.0K over budget ↓
Against a YTD budget of 0.9M and a full year budget of 17.3M.		Against a YTD budget of 2.5M and a full year budget of 24.5M.	

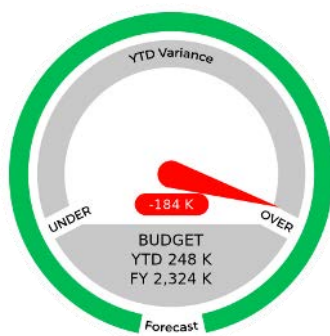
Operating Expenditure by Activity		
 <p>YTD Variance</p> <p>UNDER +69 K OVER</p> <p>BUDGET YTD 173 K FY 1,056 K</p> <p>Forecast</p>	 <p>YTD Variance</p> <p>UNDER +32 K OVER</p> <p>BUDGET YTD 202 K FY 1,157 K</p> <p>Forecast</p>	 <p>YTD Variance</p> <p>UNDER -65 K OVER</p> <p>BUDGET YTD 580 K FY 3,535 K</p> <p>Forecast</p>
Resource management planning	Consent processing and administration	Compliance monitoring programmes
 <p>YTD Variance</p> <p>UNDER -43 K OVER</p> <p>BUDGET YTD 165 K FY 1,004 K</p> <p>Forecast</p>	 <p>YTD Variance</p> <p>UNDER +26 K OVER</p> <p>BUDGET YTD 400 K FY 2,435 K</p> <p>Forecast</p>	 <p>YTD Variance</p> <p>UNDER +37 K OVER</p> <p>BUDGET YTD 72 K FY 436 K</p> <p>Forecast</p>
Pollution incidence and response	State of the environment monitoring	Resource investigations and projects

## RESOURCE MANAGEMENT

## Operating Expenditure by Activity



Sustainable land management plans and plant supply programme



Enhancement grants

Key	YTD Variance
■	< 5% and less than \$50,000
■	≥ 5% < 10% and between \$50,000 and \$100,000
■	≥ 10% and greater than \$100,000

## Commentary and variances

Overall resource management expenditure is slightly over budget. Material activity variances (> or < than \$100,000) are:

Enhancement grants - \$183,773 over budget due to the timing of Fresh Water Improvement fund expenditure. This additional expenditure is offset by government grant revenue being \$170,173 over budget, as these grants are reimbursed by central government.



## RESOURCE MANAGEMENT

## Cost of services statement

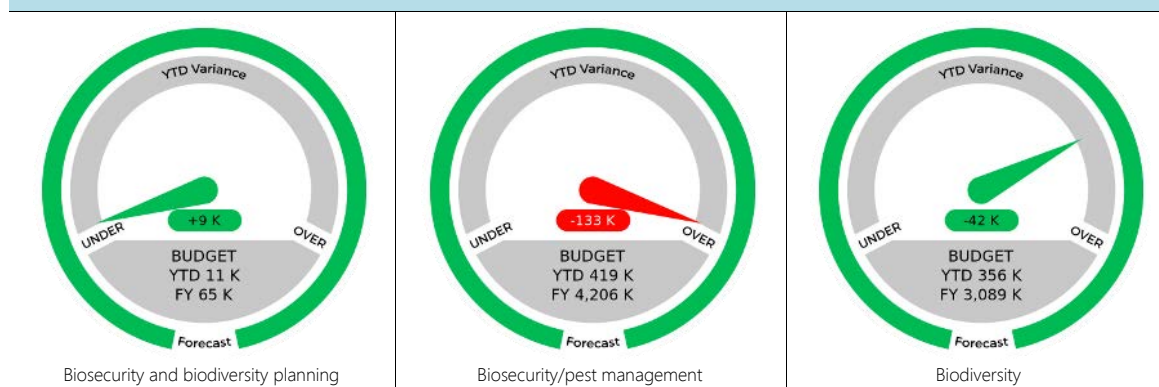
RESOURCE MANAGEMENT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Resource management planning	47,621	81,998	34,377	103,637	172,599	68,962	1,055,744
Consent processing and administration	79,631	88,874	9,243	169,918	201,889	31,971	1,157,001
Compliance monitoring programmes	284,870	276,899	-7,971	644,937	579,679	-65,258	3,535,190
Pollution incidents and response	100,371	78,636	-21,735	207,529	164,574	-42,955	1,004,005
State of the environment monitoring	180,806	191,421	10,615	373,959	399,750	25,791	2,434,537
Resource investigations and projects	18,018	34,497	16,479	34,631	71,702	37,071	435,802
Sustainable land management plans and plant supply programme	368,954	388,241	19,287	643,024	622,257	-20,767	4,757,793
Waitara River catchment	0	0	0	50	0	-50	7,828,882
Enhancement grants	316,265	124,168	-192,097	431,389	247,616	-183,773	2,323,969
<b>Total expenditure</b>	<b>1,396,536</b>	<b>1,264,734</b>	<b>-131,802</b>	<b>2,609,075</b>	<b>2,460,066</b>	<b>-149,009</b>	<b>24,532,923</b>
<b>Income</b>							
General rates	328,254	328,254	0	653,421	653,421	0	3,061,369
Direct charges	369,437	394,504	-25,067	649,931	727,008	-77,077	15,258,159
Government grants	246,270	83,333	162,937	336,839	166,666	170,173	2,036,000
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	-15,672	-8,333	-7339	-29,230	-16,666	-12,564	-100,000
Investment funds	468,248	466,976	1,272	998,114	929,637	68,477	4,277,395
<b>Total income</b>	<b>1,396,536</b>	<b>1,264,734</b>	<b>131,802</b>	<b>2,609,075</b>	<b>2,460,066</b>	<b>149,009</b>	<b>24,532,923</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Biosecurity and biodiversity

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.1M	\$20.2K over budget 	\$1.0M	\$166.0K over budget 
Against a YTD budget of 0.0M and a full year budget of 2.7M.		Against a YTD budget of 0.8M and a full year budget of 7.4M.	

### Operating Expenditure by Activity



Key	YTD Variance
<span style="color: green;">■</span>	< 5% and less than \$50,000
<span style="color: yellow;">■</span>	≥ 5% < 10% and between \$50,000 and \$100,000
<span style="color: red;">■</span>	≥ 10% and greater than \$100,000

### Commentary and variances

Overall biosecurity and biodiversity expenditure is over budget. Material activity variances (> or < than \$100,000) are:

Biosecurity/pest management - \$132,845 over budget due to the timing of Towards Predator Free Taranaki expenditure. This is forecasted to be on budget by year end.

## BIOSECURITY AND BIODIVERSITY

## Cost of services statement

BIOSECURITY AND BIODIVERSITY							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Biosecurity and biodiversity planning	809	5,073	4,264	1,906	10,620	8,714	65,272
Biosecurity/pest management	260,103	168,903	-91,200	551,384	418,539	-132,845	4,206,046
Biodiversity	189,362	161,394	-27,968	398,280	356,384	-41,896	3,089,055
<b>Total expenditure</b>	<b>450,275</b>	<b>335,370</b>	<b>-114,905</b>	<b>951,571</b>	<b>785,543</b>	<b>-166,028</b>	<b>7,360,373</b>
<b>Income</b>							
General rates	133,519	133,519	0	314,929	314,929	0	1,985,485
Direct charges	7,821	15,295	-7,474	50,748	30,590	20,158	2,700,737
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	0	0	0	0	0	0	-100,000
Investment funds	308,935	186,556	122,379	585,894	440,024	145,870	2,774,151
<b>Total income</b>	<b>450,275</b>	<b>335,370</b>	<b>114,905</b>	<b>951,571</b>	<b>785,543</b>	<b>166,028</b>	<b>7,360,373</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

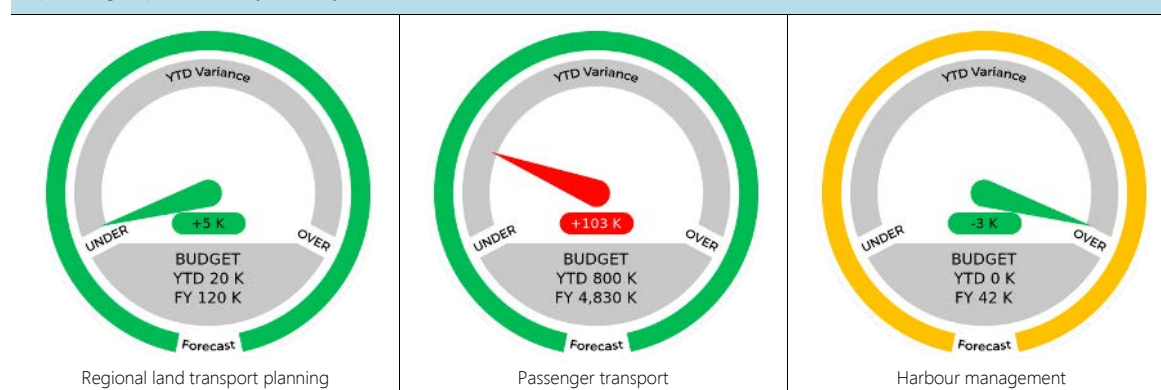


## Transport

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.5M	\$19.0K under budget ↑	\$0.7M	\$104.2K under budget ↑
Against a YTD budget of 0.5M and a full year budget of 3.2M.		Against a YTD budget of 0.8M and a full year budget of 5.0M.	

### Operating Expenditure by Activity



Key	YTD Variance
<span style="color: green;">■</span>	< 5% and less than \$50,000
<span style="color: yellow;">■</span>	≥ 5% < 10% and between \$50,000 and \$100,000
<span style="color: red;">■</span>	≥ 10% and greater than \$100,000

### Commentary and variances

Overall transport expenditure is under budget. Material activity variances (> or < than \$100,000) are:

Passenger transport - \$102,575 under budget due to bus contract costs currently running lower than expected and lower depreciation due to the delay in the regional integrated ticketing project.



## TRANSPORT

## Cost of services statement

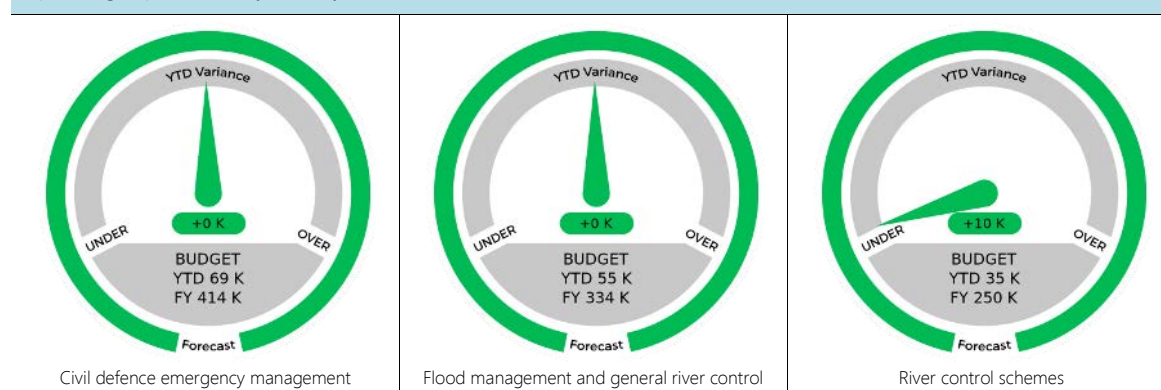
TRANSPORT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Regional land transport planning	7,705	9,402	1,697	14,801	19,545	4,744	120,377
Passenger transport	363,001	397,830	34,829	697,872	800,447	102,575	4,830,188
Harbour management	3,412	125	-3,287	3,412	250	-3,162	41,500
<b>Total expenditure</b>	<b>374,117</b>	<b>407,357</b>	<b>33,240</b>	<b>716,085</b>	<b>820,242</b>	<b>104,157</b>	<b>4,992,065</b>
<b>Income</b>							
General rates	-73,315	-73,315	0	-10,765	-10,765	0	199,448
Targeted rates	320,170	320,169	1	320,170	320,169	1	1,280,678
Direct charges	89,131	97,858	-8,727	152,086	195,716	-43,630	1,174,300
Government grants	177,221	165,081	12,140	354,834	330,162	24,672	2,058,968
Government grants for capital	0	0	0	0	0	0	0
Transfer from reserves	0	0	0	0	0	0	0
Transfer to reserves	0	0	0	0	0	0	0
Investment funds	-139,089	-102,436	-36,653	-100,239	-15,040	-85,199	278,671
<b>Total income</b>	<b>374,117</b>	<b>407,357</b>	<b>-33,240</b>	<b>716,085</b>	<b>820,242</b>	<b>-104,157</b>	<b>4,992,065</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Hazard management

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> $\geq 5\%$ and <span style="color: red;">●</span> $< 10\% \geq 10\%$			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.0M	\$0.1K over budget 	\$0.1M	\$10.7K under budget 
Against a YTD budget of 0.0M and a full year budget of 0.0M.		Against a YTD budget of 0.2M and a full year budget of 1.0M.	

### Operating Expenditure by Activity



Key	YTD Variance
<span style="color: green;">■</span>	$< 5\%$ and less than \$50,000
<span style="color: yellow;">■</span>	$\geq 5\% < 10\%$ and between \$50,000 and \$100,000
<span style="color: red;">■</span>	$\geq 10\%$ and greater than \$100,000

### Commentary and variances

Overall hazard management expenditure is under budget. There are no material activity variances ( $>$  or  $<$  than \$100,000).



## HAZARD MANAGEMENT

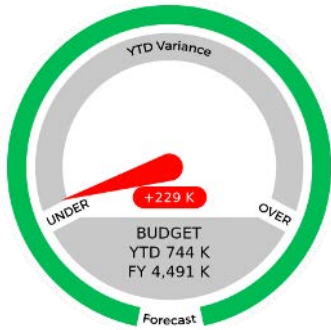

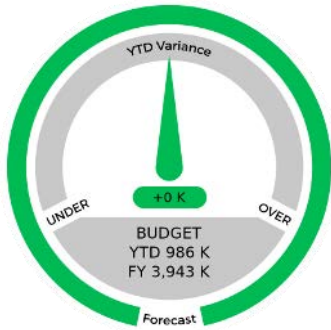
## Cost of services statement

HAZARD MANAGEMENT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Civil defence emergency management	44,352	34,505	-9,847	68,870	69,010	140	414,058
Flood management and general river control	23,600	26,140	2,540	55,321	55,404	83	334,138
River control schemes	19,284	17,197	-2,087	24,243	34,703	10,460	250,490
<b>Total expenditure</b>	<b>87,236</b>	<b>77,842</b>	<b>-9,394</b>	<b>148,434</b>	<b>159,117</b>	<b>10,683</b>	<b>998,686</b>
<b>Income</b>							
General rates	-36,253	-36,253	0	-2,349	-2,349	0	162,654
Targeted rates	186,944	186,944	0	186,944	186,944	0	747,776
Direct charges	58	0	58	117	0	117	0
Government grants	0	0	0	0	0	0	0
Transfer from reserves	0	0	0	14,458	0	14,458	0
Transfer to reserves	-160,597	0	-160,597	-160,597	0	-160,597	-50,228
Investment funds	119,280	-50,653	169,933	132,058	-3,282	135,340	227,263
<b>Total income</b>	<b>109,432</b>	<b>100,038</b>	<b>9,394</b>	<b>170,630</b>	<b>181,313</b>	<b>-10,683</b>	<b>1,087,465</b>
<b>Operating surplus/(deficit)</b>	<b>22,196</b>	<b>22,196</b>	<b>0</b>	<b>22,196</b>	<b>22,196</b>	<b>0</b>	<b>88,779</b>

## Recreation, culture and heritage

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.0M	\$24.4K under budget 	\$1.6M	\$228.5K under budget 
Against a YTD budget of 0.0M and a full year budget of 0.2M.		Against a YTD budget of 1.8M and a full year budget of 8.6M.	

Operating Expenditure by Activity		
 <p>Regional gardens</p>	 <p>Puke Ariki</p>	 <p>Yarrow Stadium</p>

Key	YTD Variance
<span style="color: green;">■</span>	< 5% and less than \$50,000
<span style="color: yellow;">■</span>	≥ 5% < 10% and between \$50,000 and \$100,000
<span style="color: red;">■</span>	≥ 10% and greater than \$100,000

### Commentary and variances

Overall recreation, culture and heritage expenditure is under budget. Material activity variances (> or < than \$100,000) are:

Regional Gardens - \$228,525 under budget due to a delay in the Kaitake Trail project funding.



## RECREATION, CULTURE AND HERITAGE





## Cost of services statement

RECREATION CULTURE AND HERITAGE							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Regional gardens	228,909	361,194	132,285	515,152	743,677	228,525	4,491,442
Puke Ariki	0	0	0	60,000	60,000	0	120,000
Yarrow Stadium	985,680	985,680	0	985,680	985,680	0	3,942,719
<b>Total expenditure</b>	<b>1,214,589</b>	<b>1,346,874</b>	<b>132,285</b>	<b>1,560,832</b>	<b>1,789,357</b>	<b>228,525</b>	<b>8,554,161</b>
<b>Income</b>							
General rates	143,824	143,824	0	321,557	321,557	0	1,841,487
Targeted rates	0	0	0	0	0	0	0
Direct charges	2,955	16,418	-13,463	8,423	32,836	-24,413	197,000
Investment funds	82,117	200,952	-118,835	245,159	449,284	-204,125	2,572,955
<b>Total income</b>	<b>1,214,589</b>	<b>1,346,874</b>	<b>-132,285</b>	<b>1,560,832</b>	<b>1,789,357</b>	<b>-228,525</b>	<b>8,554,161</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Regional representation, advocacy and investment management

### Financial performance

FINANCIAL INDICATORS			
Financial threshold key (for adverse variances): <span style="color: yellow;">●</span> ≥5% and <span style="color: red;">●</span> <10% ≥10%			
Total revenue		Operating expenditure	
What the Council earns – rates, charges, grants and investment income:		The costs to operate Council's activities:	
Actual YTD:	Trend:	Actual YTD:	Trend:
\$0.0M	\$11.9K under budget 	\$0.3M	\$24.6K under budget 
Against a YTD budget of 0.0M and a full year budget of 0.1M.		Against a YTD budget of 0.3M and a full year budget of 1.8M.	

Operating Expenditure by Activity		
 <p>Investment management</p>	 <p>Community engagement</p>	 <p>Advocacy and response</p>
 <p>Governance</p>	<p>Key YTD Variance</p> <ul style="list-style-type: none"> <li><span style="color: green;">■</span> &lt; 5% and less than \$50,000</li> <li><span style="color: yellow;">■</span> ≥ 5% &lt; 10% and between \$50,000 and \$100,000</li> <li><span style="color: red;">■</span> ≥ 10% and greater than \$100,000</li> </ul>	

### Commentary and variances

Overall regional representation and advocacy expenditure is under budget. There are no material activity variances (> or < than \$100,000).

## REGIONAL REPRESENTATION, ADVOCACY AND INVESTMENT MANAGEMENT

## Cost of services statement

REGIONAL REPRESENTATION, ADVOCACY AND INVESTMENT MANAGEMENT							
	Month			Year to date			2019/2020
	Actual \$	Budget \$	Variance \$	Actual \$	Budget \$	Variance \$	Budget \$
<b>Expenditure</b>							
Investment management	0	500	500	0	1,000	1,000	6,000
Community engagement	23,731	34,675	10,944	61,614	71,820	10,206	438,513
Advocacy and response	16,794	24,734	7,940	33,387	52,655	19,268	319,091
Governance	77,965	77,662	-303	168,040	162,118	-5,922	996,912
<b>Total expenditure</b>	<b>118,489</b>	<b>137,571</b>	<b>19,082</b>	<b>263,041</b>	<b>287,593</b>	<b>24,552</b>	<b>1,760,516</b>
<b>Income</b>							
General rates	54,850	54,850	0	114,894	114,894	0	703,948
Direct charges	187	6,083	-5,896	305	12,166	-11,861	73,000
Investment funds	63,452	76,638	-13,186	147,842	160,533	-12,691	983,568
<b>Total income</b>	<b>118,489</b>	<b>137,571</b>	<b>-19,082</b>	<b>263,041</b>	<b>287,593</b>	<b>-24,552</b>	<b>1,760,516</b>
<b>Operating surplus/(deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



## Statement of financial position

This statement summarises the Council's assets, liabilities and residual equity. The statement is split between current items (those expected to be realised within 12 months) and non-current items (expected to last longer than 12 months).

	Month End Actual \$	2020/2021 Estimates \$	2019/2020 Annual Report \$
<b>Current Assets</b>			
Cash and cash equivalents	2,613,243	632,347	2,945,237
Current portion of investments	12,897,221	-	12,595,467
Trade and other receivables	5,892,521	2,000,000	6,969,430
Inventories	162,185	-	162,185
Loan to Taranaki Stadium Trust	4,000,000	25,000,000	4,000,000
Prepayments	288,224	100,000	245,831
Work in progress	463,394	400,000	189,382
<b>Total current assets</b>	<b>26,316,788</b>	<b>28,132,347</b>	<b>27,107,532</b>
<b>Non-current assets</b>			
Treasury investments	1,008,857	4,900,000	1,000,000
Port Taranaki Ltd	26,000,000	26,000,000	26,000,000
Civic Assurance Ltd	1,000	1,000	1,000
Regional Software Holdings Ltd	798,118	798,118	798,118
Intangible assets	818,543	1,825,922	869,701
Investment properties	19,559,000	17,380,500	19,559,000
Property plant and equipment	32,887,129	35,040,516	32,786,757
Deferred tax asset	80,499	-	80,499
<b>Total non-current assets</b>	<b>81,153,146</b>	<b>85,946,056</b>	<b>81,095,075</b>
<b>Total assets</b>	<b>107,469,934</b>	<b>114,078,403</b>	<b>108,202,607</b>
<b>Current liabilities</b>			
Trade and other payables	5,928,562	2,500,000	5,539,140
Work-in-progress	451,321	600,000	591,816
Employee entitlements current	1,141,005	935,000	1,141,005
Borrowings	4,000,000	-	4,000,000
<b>Total current liabilities</b>	<b>11,520,888</b>	<b>4,035,000</b>	<b>11,271,961</b>
<b>Non-current liabilities</b>			
Employee entitlements term	556,500	800,000	556,500
Borrowings	-	25,000,000	-
<b>Total non-current liabilities</b>	<b>556,500</b>	<b>25,800,000</b>	<b>556,500</b>
<b>Total liabilities</b>	<b>12,077,388</b>	<b>29,835,000</b>	<b>11,828,461</b>
<b>Public equity</b>			
Retained earnings	69,344,409	60,800,538	70,501,379
Reserves	20,831,265	18,933,527	20,655,895
Asset revaluation reserves	5,216,872	4,509,338	5,216,872
<b>Total public equity</b>	<b>95,392,546</b>	<b>84,243,403</b>	<b>96,374,146</b>
<b>Total liabilities and equity</b>	<b>107,469,934</b>	<b>114,078,403</b>	<b>108,202,607</b>

### Commentary and variances

There are no significant variances to report.

## Capital expenditure and disposals

Capital expenditure in excess of \$10,000 for the month was:

DESCRIPTION	AMOUNT \$
Subaru XV Hatchback	35,417
Dell Latitudes x 2	10,302
IT Nimble HF40 Storage System	35,268
Kia Carnival	52,139
Hyundai Kona	26,121
Pukeiti Memory Walk WIP	13,859
Pukeiti Tramline WIP	10,148

Fixed asset disposals in excess of \$10,000 for the month were:-

DESCRIPTION	AMOUNT \$
Nil	

## Local Authorities (Members' Interests) Act 1968

Additions to the *Creditors Detail List* for the month were:

CODE	CREDITOR NAME	ADDRESS	DATE ESTABLISHED
3497	Aorere Trust	1756 Rawhitiroa Road, Eltham	03-Aug-20
3498	Geordie Farms Limited	292 Gordon Road, Stratford	03-Aug-20
3499	Manga Trust Partnership	231 Upper Pitone Road, New Plymouth	03-Aug-20
3507	New Zealand Van Lines Ltd	P O Box 38-058 Wellington	04-Aug-20
3508	Photoshack	79 Rockfield Road, Auckland	04-Aug-20
3509	G & T Curran Limited	444 Climie Road, Stratford	05-Aug-20
3510	Livingstone Farms Limited	402 Watino Road, Opunake	05-Aug-20
3512	Springmount Farms Ltd	194 Toko Road, Stratford	06-Aug-20
3513	Kevin & Heather Dianne Zimmerman	431 Smart Road, New Plymouth	06-Aug-20
3514	BI Julian & CT Mathieson	455 Surrey Road, Tariki, Inglewood	06-Aug-20
3515	Jaw Trust	148 Bredow Road, Stratford	06-Aug-20
3516	C & RM Moir Partnership	157 Hurley Road, Patea	10-Aug-20
3517	Tregaron Trusts	150 Taikatu Road, Hawera	10-Aug-20
3519	Hollylodge Trust Partnership	12 Holly Oak Terrace, New Plymouth	10-Aug-20
3520	Little Acres Trust	508 Salisbury Road, Stratford	10-Aug-20
3521	Kereho Partnership	404 Mid Puniho Road, Okato	10-Aug-20
3522	Ngatahi Trust	586 Dudley Road Upper, Inglewood	10-Aug-20
3523	R N Hucker Contracting Limited	114 Surrey Road, Inglewood	10-Aug-20
3524	Jaycar Pty Ltd	16-18 Fisher Crescent, Auckland	11-Aug-20
3525	Kent James & Linda Margaret Goodwin	678 Mid Puniho Road, New Plymouth	11-Aug-20
3526	Smith, Brad	Otaraoa Road, Tikorangi	11-Aug-20
3527	Nadash Partners	1632 Eltham Road, Kaponga	11-Aug-20
3528	PM & AM Gilmour	186 Wawiri Road, Stratford	12-Aug-20
3529	Dairy Glenn Farm Limited	304 Manaia Road, Hawera	12-Aug-20
3530	West, Mr Murray	Norfolk Road, Inglewood	12-Aug-20
3531	G H & M J Wellington	6 Manu Crescent, New Plymouth	13-Aug-20
3532	TM & SC Hurley Family Trust	635 Ngariki Road, Rahotu	13-Aug-20
3533	Lynskey Agriculture Limited	203 Watino Road, Opunake	13-Aug-20
3534	KJ Farming Trust	688 Frankley Road, New Plymouth	13-Aug-20
3535	Greenbags NZ	P O Box 3077, New Plymouth	13-Aug-20
3538	Just Life Group	Private Bag 92-811, Auckland	14-Aug-20
3539	R van der Fits Family Trust	6139 Main South Road, Opunake	18-Aug-20
3540	Hann Brothers	P O Box 123, Stratford	18-Aug-20
3541	Oud-Ade Farms Limited	451 Lower Pitone Road, New Plymouth	18-Aug-20
3542	GoodWood Products Ltd	500 Coventry Road, Hastings	19-Aug-20

3543	Kohete Trust Partnership	168 Kohete Road, Inglewood	19-Aug-20
3544	Aylward, Mr John P	56 Bayly Road, New Plymouth	20-Aug-20
3545	MPL Farms Limited	677 Watino Road, Opunake	21-Aug-20
3546	Estate TRM Karena	P O Box 422, Hawera	24-Aug-20
3547	Bevan McNeil Family Trust	101 Croydon Road, Stratford	24-Aug-20
3548	Annandale Farming Limited	70 Bredow Road, Stratford	25-Aug-20
3549	Ainsworth, Mr Michael	40B Mahoe Street, Inglewood	25-Aug-20
3550	Ahipaipa Farms Limited	876 Ahipaipa Road, Hawera	25-Aug-20
3551	Marsh Limited	Shortland Street, Auckland	26-Aug-20
3552	Nichoshanks Investments Limited	1565 Skeet Road, Hawera	26-Aug-20
3553	Terry & Raewyn Wells	77 Cross Road, New Plymouth	27-Aug-20
3554	CL & DF Hockly Trust	66 Scott Road, Hawera	27-Aug-20
3555	Wren, Ms Glynda	110 Hauroto Road, Hawera	27-Aug-20
3556	Theory Food LTD	8 Constance Street, New Plymouth	27-Aug-20
3557	The Oakura Post	25 Jans Terrace, Oakura	27-Aug-20
3558	Central Farm Partnership	394 Pembroke Road, Stratford	28-Aug-20
3559	Gilmour Consulting Ltd	3 Latham Road, Lower Hutt	28-Aug-20
3560	Myka Farms	76 Cornwall Road, Stratford	31-Aug-20

## Notes:

1. The schedule of all previously listed creditors for the purpose of the Local Authorities (Members' Interests) Act 1968 is available for Members' perusal.
2. The schedule excludes any staff who may have become a creditor.
3. Under the terms of Section 6 and Section (1) of the Local Authorities (Members' Interests) Act 1968, members are required to declare if they hold directly or indirectly, a pecuniary interest other than an interest in common with the public.

## Financial delegations

The following payments were made during the period to 31 August 2020 that exceeded the budgeted approved delegated authority levels:

DESCRIPTION	AMOUNT \$
Nil	

## Aged debtors analysis

The total debtors outstanding at 31 August 2020 were aged as follows:

DESCRIPTION	AMOUNT \$	PERCENT %
Current balance	4,546,906	89
30 days balance	45,262	1
60 days balance	373,963	7
90 days and over balance	130,589	3
<b>Total debtors</b>	<b>5,096,720</b>	<b>100</b>

## Reserves

As at 31 August 2020 the following reserve balances were held:

DESCRIPTION	AMOUNT \$
Contingency/Disaster Reserve	1,086,000
North Taranaki/Waitara River Control Scheme Reserve	1,355,310
South Taranaki Rivers Control Scheme Reserve	(14,571)
Dividend Equalisation Reserve	6,424,063
Egmont National Park Control Reserve	613,000
Endowment Land Sales Reserve	2,170,000
Waitara Lands Act 2018 Reserve	9,197,463
<b>Total reserves</b>	<b>20,831,265</b>

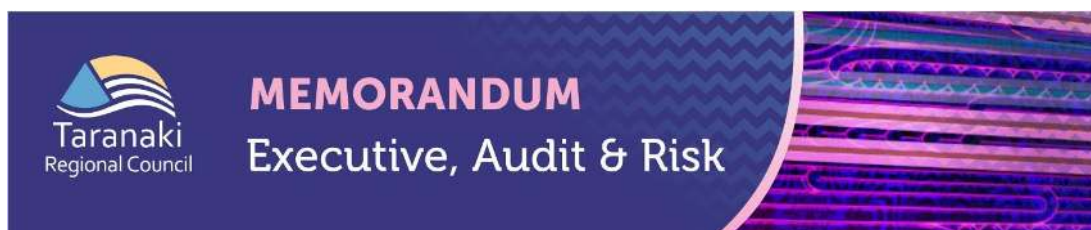
## Bank and investment balances

As at 31 August 2020 the following cash, bank and investment balances were held:

	% OF TOTAL	INVESTED \$	YIELD %	MATURITY DATE
Bank of New Zealand:				
Call Account	13	2,217,442	0.3	On Call
Current accounts	2	374,660	0.1	On Call
Waitara Lands Account		1,046	0.1	On Call
Term Investment	6	1,002,416	1.4	27/11/2020
Subordinated Notes	6	1,008,857	5.3	17/12/2025
TSB Bank:				
Cheque Accounts		801		On Call
Call Account		8,657	0.5	On Call
Term Investment	10	1,648,653	3.6	09/04/2021
Waitara Lands Term Investment	13	2,201,578	1.6	31/01/2021
ASB Bank:				
Cheque Account		10,334		On Call
Term Investment	7	1,050,037	1.3	20/02/2021
Waitara Lands Term Investment	13	2,111,404	1.9	07/11/2020
Westpac:				
Waitara Lands Account		303	0.1	On Call
Waitara Lands Term Investment	16	2,646,499	2.4	06/10/2020
Waitara Lands Term Investment	14	2,236,633	1.8	22/01/2021
<b>Total</b>	<b>100</b>	<b>16,519,321</b>	<b>2.3*</b>	

All investments are in accordance with the *Investment Policy*. \* Weighted average interest rate.

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**Date** 19 October 2020

**Subject:** **Asset Management Plan for Pukeiti**

**Approved by:** D Harrison, Director - Operations  
S J Ruru, Chief Executive

**Document:** 2599970

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### **Purpose**

1. The purpose of this memorandum is to advise that the updated asset management plan has been prepared for Pukeiti and to summarise the revisions of this plan.

### **Executive summary**

2. The three-year revision of the asset management plan for Pukeiti is designed to build on the current infrastructure, facilities and garden developments by opening up the predator free rainforest and activating Pukeiti as an international tourist experience for our community and our visitors.
3. The asset management plans encapsulate a range of iconic and recreational projects that will provide excellent access to a broad audience. These include a spectacular bridge between the garden and rainforest, improvements to the top end of the Kaitake Trail, family mountain bike trails and heritage installations all in a predator free environment. This exciting rainforest experience will not only build on the world-class garden but will in effect provide a new gateway to Te Papakura o Taranaki.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives and adopts the *Pukeiti Asset Management Plan 2021/2031*
- b) agrees to include the budgets and summarised proposals of the *Pukeiti Asset Management Plan* in the *2021/2031 Long-Term Plan Statement of Proposal*.

### **Background**

4. Pukeiti is a 360-hectare property situated at 2290 Carrington Road, New Plymouth. The blend of rejuvenating Taranaki rainforest with a comprehensive rhododendron collection is unique and recognised regionally, nationally and internationally. Pukeiti is a visual display of the stories of the iwi and hapū, the pioneers, the founders and members, the collection, the landscape and biodiversity. The close partnership of Pukeiti with the



Pukeiti Rhododendron Trust, Taranaki Iwi and Hapū and Department of Conservation in particular, provide unique opportunities to tell these stories and enhance the visitor experience.

5. Governance and ownership of Pukeiti was transferred to the Council on 1 July 2010 for the people of Taranaki and their visitors. The Council embarked on a significant process to deliver a vision and asset management plan for Pukeiti. The *Pukeiti Asset Management Plan 2013/2023* was developed in conjunction with a working party of the Pukeiti Rhododendron Trust, Taranaki Iwi, Parininihi ki Waitotara, Department of Conservation and other specialist expertise.
6. The *Pukeiti Asset Management Plan 2013/2023* was adopted by the Council in October 2012 and became operative on 1 July 2013. This plan and subsequent revisions contain strategic framework, goals and objectives to position the garden as a high quality public garden and rainforest experience for public use. It provides a framework to guide a work programme of redevelopment and upgrade to the garden.

## Discussion

7. This is the third revision of the asset management plan for Pukeiti. The last three years the Council has completed the Lodge and Family Hut construction, the upgrade of many areas of the gardens, the expansion of the staff services and storage area, the construction of the fitness trail and toilets in the large leaf area and some track work on the Tramline. Overall, this has culminated in steady and significant growth in visitor numbers
8. The focus of this asset management plan is to:
  - grow new recreation based visitors through opening up the predator free rainforest to family hiking, biking and storytelling experiences;
  - continue to improve the world class garden experience with regular maintenance, more display plantings, and more plant information;
  - continue to expand the visitor base in the garden and facility areas through activities, events and accessibility.
9. Projects include:
  - Construction of the Pukeiti Rainforest Bridge that will be the longest suspension bridge in Aotearoa and a spectacular gateway between the garden and the rainforest as well as a highlight on the Kaitake Trail.
  - Tramline access will be the pivotal access to both Pukeiti Rainforest as a destination in itself as well as the Kaitake Trail. Travelling through the historic rail line cuttings will be an enchanting and captivating experience deep in a maturing rainforest.
  - Kaitake Trail will provide a hiking and biking link between Pukeiti and the coastline. This is a NPDC owned and managed project funded by a fixed cost grant from the Council. The Kaitake Trail along with the Pukeiti Rainforest Bridge will be the catalyst to take the Pukeiti experience to the next level and be the impetus to realise the vision of the Taranaki Crossing.
  - Two new outer loop tracks that will provide both a hiking and biking experience within Pukeiti taking in the Family Hut. The east loop will be biking only and provide a challenge for the experienced riders.

- Rainforest Centre power supply project will provide backup power during grid power cuts (battery bank) and reduce the power consumption during normal operation (solar panel array).
- Two new heritage installations within the Rainforest that will involve authentic site reproductions, a 1960's farm shed and yards and a 1920's logging camp.

### **Decision-making considerations**

10. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

### **Financial considerations—LTP/Annual Plan**

11. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

### **Policy considerations**

12. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

### **Iwi considerations**

13. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.
14. The *Pukeiti Asset Management Plan 2021/31* was sent to PRT, PKW, VTT, NPDC and Iiwi and Hapū for their consideration. PRT and VTT have acknowledged and thanked the Council and have provided feedback.
15. The Council received a request from Taranaki Iwi to extend the deadline for submissions until 13 November 2020, which was granted. The same extension of deadline was offered to Ngā mahunga a Ngāti Tairi hapū which has not yet been accepted.

### **Legal considerations**

16. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

### **Appendices/Attachments**

Document 2529865: Pukeiti Asset Management Plan



## Pukeiti Asset Management Plan

(2021/2031)

Revision 1 July 2020

Taranaki Regional Council

Private Bag 713

Stratford



### Quality Control Information

<b>Document</b>	Pukeiti Asset Management Plan - 2529865
<b>Date</b>	September 2020
<b>Prepared by</b>	Greg Rine
<b>Reviewed by</b>	Greg Rine, Regional Garden Manager, Taranaki Regional Council

### Revision History

Revision	Revision Date	Details	Authorised	
			Name/ Position	Signature
1	July 2011	Three yearly review	Mike Nield	
2	July 2014	Three yearly review	Stephen Hall	
3	July 2017	Three yearly review	Stephen Hall	
4	July 2020	Three yearly review	Dan Harrison	

### Authorised for Release

Name/Position	Signature
Dan Harrison Director Operations, Taranaki Regional Council	
Steve Ruru Chief Executive, Taranaki Regional Council	



## Executive summary

Pukeiti is a 360 hectare property situated at 2290 Carrington Road, New Plymouth. Developed from 1951 by the Pukeiti Rhododendron Trust, Pukeiti is regarded as one of New Zealand's foremost rhododendron collections and is recognised internationally. The blend of regenerating Taranaki rainforest with a comprehensive rhododendron collection is unique and recognised regionally, nationally and internationally. Pukeiti also holds many stories – of the tangata whenua, the pioneers, the founders and members, the collection, the landscape and biodiversity and there are unique opportunities to tell these stories and enhance the visitor experience.

Ownership, governance and management of Pukeiti was transferred to the Taranaki Regional Council on 1 July 2010 for the people of Taranaki and their visitors.

This plan identifies the ongoing potential of Pukeiti as a unique rhododendron garden and rainforest experience for the public value and the collective potential of the three regional gardens as a world class cluster of public gardens.

### The vision for the Pukeiti experience

*"encounter the mystery"*

Explore a wonderland of colourful rhododendrons and a rich and vibrant rainforest. Take a short garden walk or a more challenging adventure and with either, sense another world and time. Feel the spiritual significance of Pukeiti to local tangata whenua. Find out about pioneering Europeans, passionate plant-collectors and garden-makers. With all, learn some of the knowledge and history of the place. Gain horticultural skills and experience predator free biodiversity in action. Discover the property whilst doing a fun activity or make use of the facilities for a private or community event. Share Pukeiti – a truly unique part of Taranaki's heritage.

This plan seeks to focus and develop Pukeiti to realise the vision in a way that:

- Preserves and enhances the unique international rhododendron collection,
- Promotes community engagement and support – knowledge, pride and use,
- Extends the promotion of the Pukeiti experience to a national and international audience through strategic and effective partnerships,
- Communicates the stories, language and knowledge of the tangata whenua,
- Communicates the stories of the pioneers, garden founders and members,
- Promotes adventure and discovery through recreational activities,
- Creates an inclusive environment between Pukeiti, individuals and groups,
- Promotes biodiversity, particularly of the regenerating rainforest and the rhododendron collection
- Promotes the Pukeiti experience as a multifaceted all year all weather visitor proposition.





## The 2020 Review

This Pukeiti Asset Management Plan acknowledges the value of the Pukeiti experience and provides the framework and opportunity for continuing the exciting development and upgrade programme.

To achieve this programme, the plan's purpose is to protect and guide the vision and goals for the garden whilst reflecting the changing needs of the regional community and their visitors.

To ensure it is achieving this purpose, and as part of the Asset Management Plan process, the plan is reviewed on a three yearly basis with a major update every seven to ten years.

The plan has been reviewed as part of the 2021/2031 Long Term Plan (LTP) process.

The 2020 plan provides a programme for the 2021/2031 period. This programme aims to fulfil the purpose of the plan and to specifically increase community benefit from Pukeiti.

The recommendations for priority tasks over the next three years to achieve this are:

1. Grow community pride and use of Pukeiti,
  - Expand the visitor base to attract non plant-focused groups, especially locals; including children, teens, culture lovers and adrenaline seekers as well as nature lovers,
  - Expand the appeal and relevance of the Pukeiti experience to more visitors by increasing recreational activities,
  - Connect with the community through alliances, e.g. programmes for schools and community groups, synergy with Puke Ariki and Venture Taranaki, NPDC, DoC and the Taranaki parks and gardens network,
  - Free entry is important but can be balanced with "paid for" experiences including café and shop, added tours etc.,
  - Improve story-telling to help visitors access and engage in the rich story, history and nature elements,
  - Develop an integrated art and landscape design programme to attract a broader audience, through installations and larger community events.
2. Continue to position Pukeiti with brand and marketing aligned to its new direction and visitor proposition,
  - Position Pukeiti with a clear point of difference, as an accessible world class garden and predator-free rainforest experience
  - Brand and marketing should target Taranaki as a priority, however we need to increase engagement with our national and international audience through regional strategies,
  - Enlarge the perception of Pukeiti from a place for rhododendron lovers and gardeners to include a compelling encounter with nature in an extraordinary and special place for Taranaki in a world-class setting,
  - Highlight and capitalise on the WOW in all elements of the Pukeiti Experience,
  - Explore and capitalise on the opportunities offered by Venture Taranaki and Tourism New Zealand to align Pukeiti more strongly with Taranaki's attributes and other gardens in the region,
  - Continue to improve way-finding and signage with branding in ways which become models for regional signage,

3. Maintain and grow the heritage of Pukeiti,
  - Encourage the strong and established link with the garden community and its heritage,
  - Work actively with the Pukeiti Rhododendron Trust and other relevant external partners to foster, develop and promote the scientific work of Pukeiti which focuses on the collections and the conservation of the forest,
  - Work with tangata whenua to include story telling in the interpretation,
  - Share services with Tūpare and Hollard Gardens including collections records management and research, staff training and development,
  - Strengthen the relationships between the District Councils and in particular New Plymouth District Council and its community services and regional marketing to achieve a greater collective result for the Taranaki community and visitor,
  - Aspire to and exceed recognised national and international benchmarks for gardens and recreational experiences.
4. Be biodiversity heroes and great story tellers,
  - Showcase and enhance Pukeiti's biodiversity values through protection activities, increased access to, and visitor engagement with, the rainforest, including interpretation which could be linked to Taranaki's broader biodiversity story. Improved way-finding and story-telling will help people engage in the rich story, history and nature elements,
  - Develop a fun and innovative approach, package and programme with the Taranaki education community which becomes a catalyst for wider Taranaki family engagement ,
  - Continue to grow the value of Pukeiti as a treasured part of Taranaki's culture, heritage and environment.
5. Develop compelling and distinctive products and services for Pukeiti,
  - Identify and align new and/or enhanced product and service development to the markets Taranaki Regional Council seeks to attract to Pukeiti,
  - Investigate "paid for"(commissionable) products to appeal to a broad range of visitors,
  - Investigate the potential of commercial opportunities to enhance the cultural, heritage, environmental and recreation values of Pukeiti as part of the Pukeiti Experience for visitors and extend the public offering,
  - Continue to grow excellent hospitality to enhance the hub and destination concept through quality food and drink,
  - Continue to grow the souvenir and merchandise retail business with a compelling range of branded and quality products,
  - Strengthen relationships, alliances and partnerships with Pukeiti,
  - Foster and grow the relationship with tangata whenua collectively and individually,
  - Work with the Pukeiti Rhododendron Trust to maximise their expertise, human resources, networks and agreement,
  - Develop further the potential of the garden and rainforest as an events destination, offering a summer outdoor venue.
  - Foster relationship with Parininihi ki Waitotara, as the owner of 92 hectares of Pukeiti

6. Continue to provide public with access to the garden at no charge.
  - Charges will be made for added value services and use for public and private functions and events.

The Council adopted this Asset Management Plan Revision in \*\*\*\*\* 2020.



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## Introduction

### Context

Taranaki is nationally and internationally recognised as a garden province, well known for its parks, gardens, leading plants people and horticultural innovators.

Its distinctive landscape, topography, soils and climate provide an excellent physical environment for the growth and well-being of a diverse range of plants. Nurseries and garden developers in the region have capitalised on this environment over the past one hundred years.

The Taranaki Regional Council successfully introduced the Empowering Act 2001 to enable it to be directly involved in regionally significant recreation, cultural and heritage projects. This Act followed the recommendations of the Regional Gardens Report by notable horticulturalist Alan Jellyman, which specifically highlighted Hollard Gardens, Tūpare and Pukeiti as three significant gardens that would benefit from such an association.

As a result, the Taranaki Regional Council is responsible for the governance of Tūpare, Hollard Gardens and Pukeiti.

The Taranaki Regional Council's 2004/2014 LTCCP identifies as a main objective that Pukeiti, Tūpare and Hollard Gardens be maintained and enhanced as regionally significant recreational and heritage amenities.

### Stage One Report: Strategic direction and framework

In March 2003, Taranaki Regional Council, Pukeiti Rhododendron Trust, key stakeholders and the community were presented with the Taranaki Regional Garden Project Stage Report - Strategic Direction and Framework.

The Framework highlights points of strength/uniqueness and synergies related to audience experience development in each garden. Issues include increasing the range and numbers of visitors, developing community use and pride, developing the gardens' unique identities, broadening services (including activities and events), and exploring new alliances and partnerships.

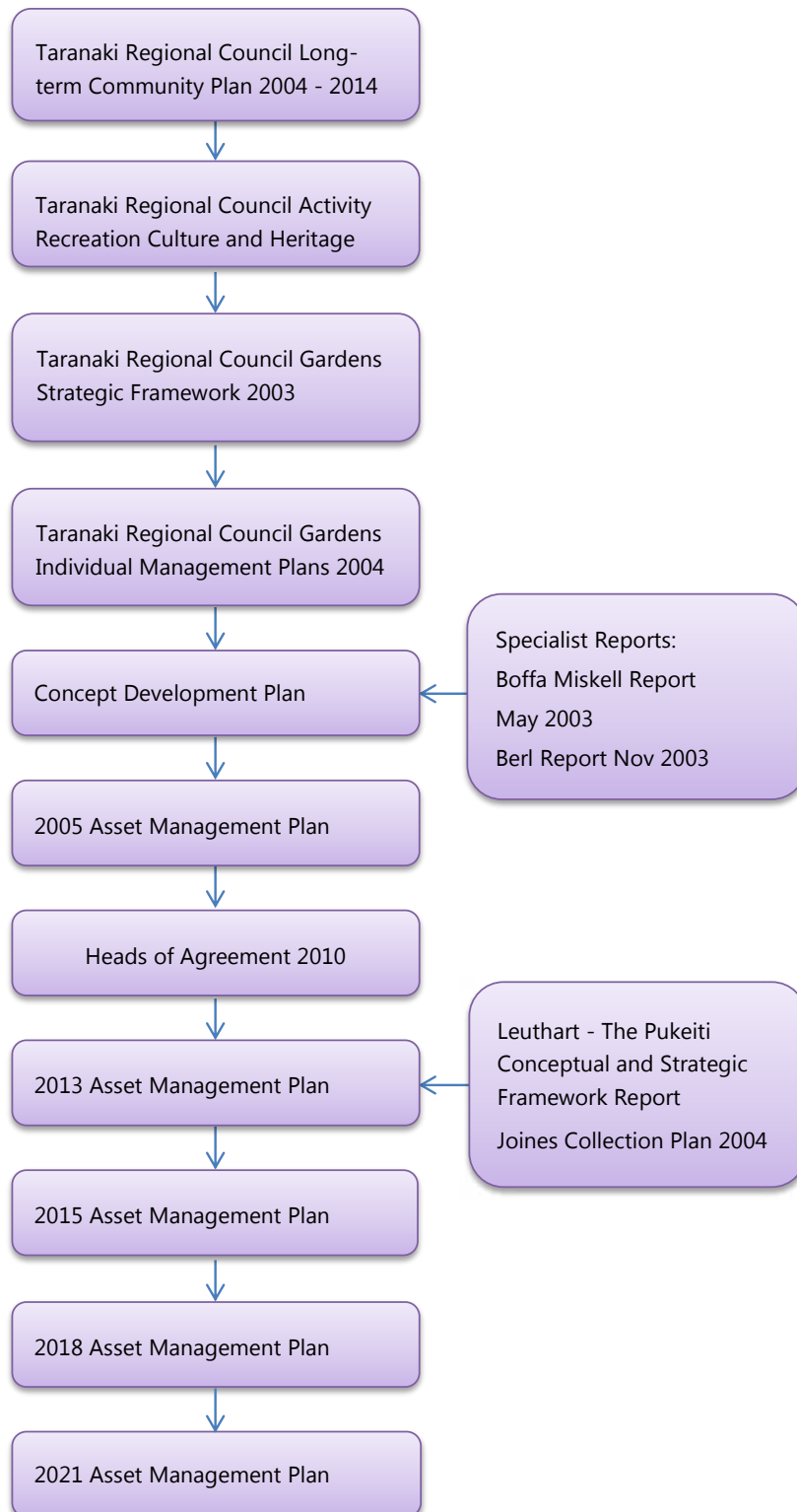
The process highlighted five main areas of potential development for the gardens:

- Establishment of distinctive points of difference,
- Provision of new and enhanced facilities and services,
- Improved access - physical, informative and interpretative,
- Potential value of additional partner relationships,
- Shared services between the three gardens including - collection records management, marketing, maintenance service provision, education, management, staff training and development.

Community and other stakeholder consultation throughout this report process identified a high level of support, strong interest and pride in the gardens, and highlighted the opportunities for these gardens to be more closely linked.

## Management Plan relationships

The Pukeiti Management plan relates to a variety of Taranaki Regional Council policy and planning and has undergone a number of reviews.





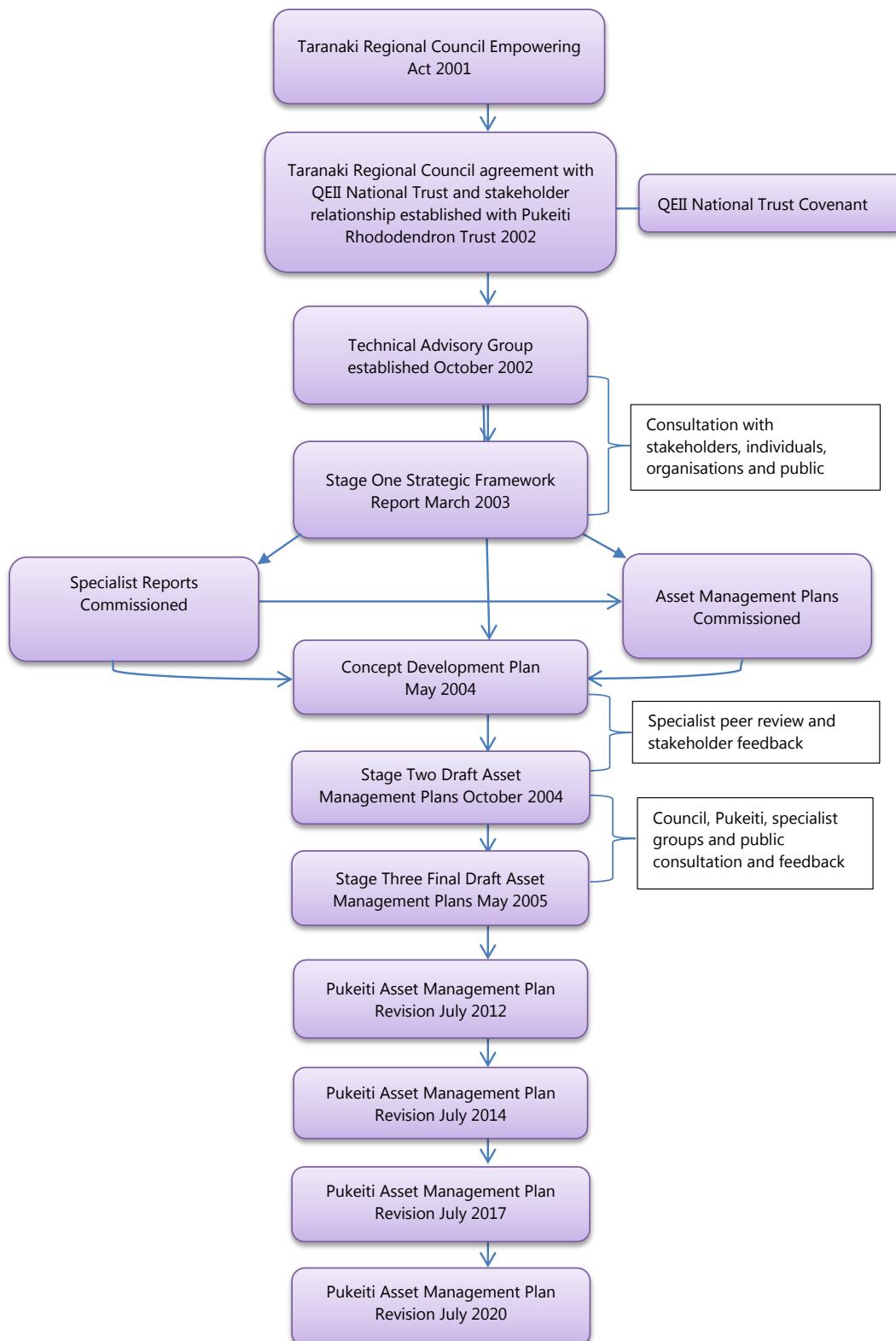
## 2021 Management Plan inputs

A wide range of activities and experiences were called upon in the development of this plan. These include visitor surveys, monitoring and feedback on existing activities and experiences and industry knowledge.

The use of first hand data, direct from user to provider, has allowed management to act swiftly upon identified needs. The result is the provision of dynamic services and opportunities to meet both immediate and longer term community and visitor requirements.

This plan has been developed with careful consideration of the direct input from garden users, visitors and community groups. The process has been, and still is to; continue with and develop what works, revise or reverse the unsuccessful, and always act within a framework of knowledge of user requirements, preferences and projected future demands, noting the purpose that TRC owns and manages the three regional gardens – “for the benefit of the Taranaki community and their visitors”.

## Management Plan development process



## Management Plan purpose

The Plan provides direction and guidance for the Taranaki Regional Council's management of Pukeiti over the next 10 years. The Council's original aim "To ensure that Pukeiti is maintained and enhanced as a regionally significant recreational and heritage amenity" is still valid today. (2004/2014 Taranaki Regional Council Long-term Community Plan),

The Council aim is to focus and develop Pukeiti to realise the vision in a way that:

- Protects and enhances the world class botanical collection,
- Captures the richness and diversity of the predator free rainforest ,
- Is accessible and appealing to a larger audience,
- Increases New Plymouth's and the wider Taranaki community's pride and use,
- Provides a range of quality visitor services and events,
- Leads to the ongoing improvement and development of Pukeiti,
- Understands and adapts to climate change in a proactive way,

This Plan identifies strategies, goals, objectives and principles for the programme of development, operations, management and public use of Pukeiti.

## Management Plan structure

The Plan is in four sections.

### Section One: Background

Provides a quick snapshot of Pukeiti's history, the garden and bush property and its current audiences and use.

### Section Two: Strategy

The vision, goals and objectives supported by recommended policy.

### Section Three: Programme

A summary of the key tasks, both management and development, in relation to the main goal areas.

### Section Four: Budget and Asset Management Details

The financial plan for the operations and programme.

### Section Five: Collection Plan

The plan for management of the Collection

## Management Plan monitoring and review

This Management Plan is a dynamic document that should evolve with the garden, audiences and community. The Plan should always protect the vision and goals for the garden and reflect the changing needs of the community and visitor.

This Plan should be reviewed on a 3 yearly basis with a major update every 7 to 10 years. The review should measure the achievements against stated goals and objectives, and the continued relevance of these achievements.

The update should test the current validity of the goals and objectives and their supporting policy and where appropriate reposition the Plan.

## 2020 Review

Since the inception of the gardens' Asset Management Plans, development and direction of Pukeiti Tūpare and Hollard Gardens has been driven by the goals and objectives of the plans. These goals and objectives, and their supporting policies, are robust and are still valid. They will continue to provide the ongoing framework for all three gardens.

The last three years, from 2018 – 2021, have seen major activity at all three gardens revolving around the concept of community ownership and the management of the growth in visitor numbers resulting from consolidating community involvement.

The implementation of the Plant Collection Plan is ongoing through the use of the "IrisBG Plant Collection Database". The process of plant verification and input into the database is established and ongoing. The Collection Plan has been reviewed as part of the 2020 review and climate change adaption included as part of the strategy.

At Pukeiti there continues to be a focus on resourcing the garden with suitably qualified staff. This comprises a dedicated Head Gardener and four full-time gardeners. The ability for staff to move between the three gardens is ongoing and is encouraged. There is a growing base of volunteer support with garden and rainforest activities.

In summary, achievements from 2018 to 2021 for Pukeiti, include:

- Continued consolidation of the Events Calendar including workshops, fairs and lifestyle events
- Staff resourcing
- Involvement of the Pukeiti Rhododendron Trust
- Continued garden development with significant improvements throughout Zone 1 and 2
- Endorsed as a Garden of National Significance by NZ Gardens Trust
- Completion of the Family Hut
- Construction of the Lodge and fit out
- Landscaping around the Rainforest Centre and Lodge
- Significant new track work in readiness for opening up the Rainforest to family recreation.

In terms of the main goals and objectives of the Pukeiti Asset Management Plan, there have not been any significant changes and they still provide the foundation for the ongoing growth and development of the Pukeiti experience.

The programme of capital expenditure, asset renewals and non-routine maintenance has been developed for the 2021 - 2031 period and is included in section four. This has also included an upgrade of the reporting of the Asset Management Plan details aligned to the Office of the Auditor General's criteria for assessing conformity to "core" asset management planning criteria in accordance with the NZ Local Government Act 2002.

The programme for the next ten years is outlined in section four.

## 2020 Recreation Developments

As part of the current operative Pukeiti Asset Management Plan, recreational activities are identified as having the most potential to create significant new visitor growth to complement the garden developments. To that end the Council is well underway with completing various recreational projects to enable that visitor growth. It has taken a consistent approach to assessing and analysing the various recreational opportunities for this review and in doing so has endeavoured to work collaboratively with

stakeholders and partners on relevant elements of this plan to finalise the projects in a cohesive and systematic order that will significantly build on Pukeiti as a destination.

## Background

Recreation, in the form of mountain biking and walking/hiking in natural and rural areas, is now a mainstream pastime for a range of demographics within our regional and national audience as well as a significant attraction to a portion of any international visitors. Within Taranaki there is a limited range of family-focused mountain bike tracks and Pukeiti has been identified as an ideal starting point to create a link to the coast via Surrey Hill Road. There are also opportunities around 'opening up' Pukeiti's Rainforest as a managed destination in itself for a range of 'soft' recreational activities targeting families. Further to these opportunities is the Taranaki Crossing which is a walking trail between Dawson Falls and Oakura and within the 'Crossing' Pukeiti would be a pivotal point/gateway. There have been a number of reports commissioned that support these exciting developments which include:

- Future Outdoor Recreational Opportunities, Pouakai, Pukeiti and Beyond, 2015
- Mouna to Surf, Pukeiti to Surrey Hill Road "The Kaitake Trail" 2017
- Make Way for Taranaki 'Tapuae roa', Taranaki Visitor Sector Action Plan 2017

Extract P3 'Taranaki Crossing – The Number One New Iconic Experience'

## Proposal

Delivering on the existing vision and completion of identified development opportunities at Pukeiti will be the focus for this review. There are a range of recreational attractions, currently in varying stages of development, which should be completed. Any additional developments should focus on assisting completion and strengthening the overall Pukeiti experience. The key projects in the next three years are:

- State of the art story-telling based around tangata whenua, pioneers and ecology.
- Heritage installations based on 1920s logging and 1950s farming.
- Te Ara A Ruhihiweratini (The Kaitake Trail). This linkage will potentially be the biggest recreational visitor growth driver. It is for walkers and mountain bike riders and provides a direct route through Pukeiti and the Egmont National Park to farmland and the settlement of Oakura. Overall the total length of this shared trail is 12 km with TRC directly building/upgrading from the Rainforest Centre along the Tramline to the Pukeiti boundary. The remainder will be funded by the TRC but built, owned and maintained by the New Plymouth District Council. This NPDC work is scheduled for completion in 2021/22. The first year of this plan.
- Pukeiti Summit development. This will provide a memorable and accessible hikoi/pilgrimage from the Rainforest Centre. The route takes in the garden, Pukeiti Rainforest Bridge and part of the Tramline before ascending up to the summit and revealing some of the best vistas in Taranaki. The specific project proposes a sensitive structure to be built on the existing stonework that will maximize the views and will be a touchstone to the spiritual values of the area for the tangata whenua. This project requires external funding and the Council sees this as an opportunity for iwi/hapu to adopt and lead.
- Loop 1 (proposed name - Kōhatu Trail) - this grade 2 mountain bike and hiking trail starts at the end of the Pukeiti Rainforest Bridge and heads west. It loops around, passing the Family Hut, and links up with the north end of the Tramline. There will be a heritage farming installation along the way.
- Loop 2 Adrenalin Trail - this grade 4 track will be one way. It will head east from the end of Pukeiti Rainforest Bridge and loop around to meet the end of the Tramline. This will be a challenging track for experienced riders.

## Summary

The developments outlined above are in line with the main goals and objectives of this plan. The Programme of capital expenditure for this and other activities has been developed for the 2021/2031 period and is included in Section four.

# 1 Section One: Background

## 1.1 History

### 1.1.1 The Tangata Whenua history

#### **Taranaki Iwi history**

##### **Taranaki**

Mount Taranaki, formerly known as Pukeonaki, once stood at Taupō. After a quarrel with Tongariro over Pihanga whom they both loved, Pukeonaki retreated down the Whanganui River to the sea and proceeded westward. Led north-west by a guide, Te Toka a Rauhoto, he resurfaced out at sea and saw Pouākai. He then travelled up the Hangatahua River, resurfacing where he stands today. Their offspring are the birds, the trees and all matter of wildlife in the surrounding mountain area.

##### **Pouākai and Kaitake**

These mountain ranges were famous to the Taranaki tribe. The original inhabitants of the wider area are known as the Kāhui Pou, Kāhui Atua and Kāhui Maunga people. Their knowledge of food sources on the ranges and their ability to harvest and cultivate in such challenging conditions on Kaitake and Pouākai was without precedent. This gave meaning to the names Pouākai (the pillar or source of food) and Kaitake (the source or abundance of food able to be grown on its slopes) ranges known today.

Pukeiti, or Puke Te Whiti as it was also known by Taranaki tangata whenua, has deep significance. The sweeping saddle between the Pouakai and Kaitake Ranges was the flight path for the guide stone, Te Toka a Rauhoto. "Puke" meaning hill and "Te Whiti" meaning the crossing, refers to this event.

The original inhabitants of Puke iti / Te Whiti were the Kāhui Atua people whom were known to be tapu because of the ancient knowledge they held of the mountain ranges, its food sources and water courses. When the people of the Kurahaupō migrations arrived from Hawaiki in 1350AD marriages and unions with the Kāhui Atua were arranged. Regardless of the importance of these marriages with the Kāhui Atua and the knowledge they held of the area, they were forced to leave by their two Kurahaupō cousins, Mahirua and Mahikeke. Those who left shifted to the coastal areas around Oeo and Pihama to protect the southern lands of the Taranaki Tribe. Those who refused to vacate were killed and left to rot. This event is commemorated in the name "Pirongia" (to rot), the place within the wider park area known by that name today.

Mahirua and Mahikeke continued to challenge the original inhabitants and gradually repositioned them within other Kurahaupō communities they shared. They maintained their occupation of the Pouākai and Kaitake ranges and were known to be the protectors of the sacred gardens on the slopes. They also maintained the customs and propagated particular seed stocks that were distributed throughout region.

The area was used extensively by Taranaki tangata whenua as a haven from conflict. When Waikato and Ngāpuhi raided Taranaki in the early 1800s the people sought refuge on Te Iringa Peak and the surrounding area.

In 1948, after a visit to the hill, the Parihaka elders, Te Rangimatotoru and Te Poi Wharepouri explained that "Puke Te Whiti is the most sacred of places. It is a sentinel guarding the flight path of Rauhoto and is also guarding the past, the present and the future. When we pass on, our spirit begins its journey by retracing the flight-path of Rauhoto." Te Whiti o Rongomai also stated to the

government, during his protest over land alienation that both his name sake, (Puke Te Whiti) and he, stood as a sentinel to the lands confiscated throughout the Taranaki tribal area.

### **Ngā Mahanga a Ngāti Tairi hapu Pukeiti korero**

Pukeiti (pronounced Pu-kei-ti) was named after an important tūpuna (ancestor) who arrived in the region as part of the Kupe migration. Naming a maunga (mountain) or puke (hill) after tūpuna was an important way of claiming mana whenua (occupation rights). The other peaks of the region were also named after tūpuna, including Pouakai, Te Iranganui and Patuha (the two highest peaks of the Kaitake Ranges). The man named Pukeiti was known to be a great leader, albeit ruthless when he needed to be. He lived to a very old age and was good to his people.

The early inhabitants of the area were known as a peaceful people. Generations of tūpuna lived on and surrounding the hill Pukeiti and other papakāinga (villages) throughout the ranges and were known by others as the Kāhui Maunga and there are many buried on the summit and surrounding area.

Birdlife was prolific on the hill and it was an important source of other seasonal foods that the tūpuna favoured. For example there was a famous Hinau tree called Taurekarua that stood between Pukeiti and Pouakai and was a favoured gathering place of kaka (parrot) and kereru (pigeon). Furthermore the volcanic soil was ideal for growing vegetables like kumara, taro and hue and there were gardens all through the ranges.

In 1863 the New Zealand Settlements Act confiscated the Taranaki province including the mountains Taranaki and Pouakai from the Taranaki people as a punishment for the Land Wars. While Pukeiti and the Kaitake Ranges were declared Māori reserve lands for the people of Ngā Mahanga a Tairi. In 1881 the West Coast Reserves Act placed the land around Pukeiti under the administration of the Public Trustee. In 1899 the Taranaki Scenery Preservation Society acquired much of the land by the Public Trustee exchanging 6000 acres of mountain range for land in South Taranaki. The Egmont National Park was then formed in 1900 and included all three maunga. Pukeiti itself was still under a mix of general land title and Māori title until 1951 when Douglas Cook purchased the area that would become the Pukeiti .

### **Extracts from archaeological report by Ivan Bruce 2020**

#### **Pirongia, Pirongihea, Piro Ngiha (the burning stink).**

The story of Pirongia dates to the early period of Maori settlement in Taranaki. Smith proposed a date of 1380, in the period shortly after the arrival of the Kurahaupo canoe. Smith's account refers to both ancestors from the Kurahaupo and an earlier autochthonous ancestral group of Taranaki Iwi, known as the Te Kāhui Maunga.

The earliest accounts associated with Taranaki iwi ancestors precede the coming of Taranaki to the western seaboard. They were known as the Kāhui Ao, Kāhui Rangi, Kāhui Pō and Kāhui Atua, collectively called Te Kāhui Maunga. They occupied Mimi Maunganui (the mountain preceding Taranaki), Ruatupua (Pouakai), and Ruatawhito (Kaitake) ranges. Their principle village was



Karakatonga, situated high up in the heart of the Waiwhakaiho river valley. When the new mountain surfaced the people temporarily evacuated the site with many also perishing<sup>1</sup>.

Published oral tradition pertaining to the site of Pirongia therefore extends deep into the ancestral memory of the Taranaki Iwi, where mythological and the factual elements may become mixed. The disentanglement of these elements in an attempt to identify places such as Pirongia on the landscape was a common fascination for 19th and 20th Century ethnographers, popular historians and amateur archaeologists; for whom years of research and fieldwork often returned ambiguous results. The story of Pirongia is no different.

Smith's account is, as far as I am aware, the only published reference to a "settlement" at Pirongia and the location is only vaguely described. No details about the size, scale or design of the settlement are given. However, Smith includes a plan of the North Taranaki district, produced by W.F. Gordon (delineator) on which the location of Pirongia is noted. No source for the location as indicated in this plan is given and at the scale the plan is produced the location can be best described as approximate.

A direct transliteration of the name Pirongia is Piro Ngiha "the burning stink". The possibility that this name may refer to a relatively recent fumarole (volcanic opening) in the Pukeiti area was raised after Dave Rawson's research recovered a newspaper article published in 1935 detailing the somewhat fantastical reminiscences of an unnamed prospector that recovered diamond like substances from a "gaping crater near the top of a hill". Rawson assumed this article referred to a fumarole he believed he had found on the northern slope of Pukeiti, near the location of "Pirongihea".

Rawson postulated that the fumarole may have been active during Maori occupation of the district, hence the name. Rawson's find set off a series of scientific investigations by geologist Bob Duncan in 1990, which ultimately found no evidence of a fumarole at this location.

### 1.1.2 The European history

For settlers travelling to New Zealand from Europe in the mid-1800s, the voyage could take up to 4 months. In March 1841, the first shipload of European settlers docked at New Plymouth. George Cutfield, the head of the expedition, described New Zealand as "a fine country with a large quantity of flat land, but every part is covered with vegetation, fern, scrub and forest".

'The Europeans immediately set to work clearing land and erecting buildings. Once settled, they turned their attention to industry – Taranaki had rich resources of timber trees, oil and minerals. 'During the wars in Taranaki in the 1860s, many Taranaki Military Settlers were recruited from the gold fields of Otago and Victoria. The carrot was, of course, that at the end of hostilities they would each receive a grant of 50 acres. After the soldiers were demobilized they were shown the survey marks surrounding their block, and told that all they had to do was to fell the forest, dry it out, burn it, stump it, plough it, rake it, fence it, plant it in grass, build a house, get a few cows and they would be in business. Many thought they knew of better ways of making a living, and went back to prospecting.

From 1918 ochre deposits containing manganese dioxide were mined at Pukeiti by the Pouakai Minerals Company for paint manufacture. 'The ochre was mined, taken by packhorses up Saxton's Track to Saxton's Hut on Carrington Road, then only a surveyed, unmetalled, unbridged track through the bush, and then to New Plymouth. From 1926 it was taken to the end of Kiriha Road

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<sup>1</sup> <https://taranaki.iwi.nz/our-history>

by bush tramline, and then to New Plymouth by motor vehicles. It was in great demand from painters, who mixed it with raw linseed oil. The sawmill and mill houses were painted with it, railway houses throughout Taranaki and private houses both large and small – not everyone could afford the expensive English paints.

Logging of the native forest in the area was managed by the New Plymouth Sash & Door Company, who installed tracks, bridges and bush tramlines and transported the majestic rimu and other native trees to the Kirihaui Mill. This was located at the terminal end of Kirihaui Road from the early 1920s until 1931 by which time the area east of the Oakura River and the Pukeiti Block south of the National Park Boundary were clear felled of usable timber. The timber was used locally for building and also exported to Europe and the USA. When the tramline finished its operations in 1931, the mill and associated buildings were removed and the mines fell into disuse.<sup>2</sup>

In the 1930s teams of men using picks, shovels and wheelbarrows transformed Carrington road from an unmetalled, unbridged track into a formed road. It was still very narrow, about the width of the one-lane bridges which are along the road today.

After formation, sections of the road were assigned to roadmen whose job it was to maintain the road, and in particular the drainage, to prevent it falling into disrepair again. There were at least three along the upper area of the road and large rhododendrons mark two sites today. Each roadman had a small shed or whare that was his workplace and was big enough to sleep in when on the job. Some planted rhododendrons to brighten up their surroundings and they chose tough old hardy hybrids.

When heading to Pukeiti along Carrington Road from New Plymouth, the first large rhododendron reached is R. 'Elegans'. This is a late September – October flowering plant with vivid rose-purple flowers that overhang the road from the eastern National Park side. It was planted by Reg Geary beside his whare in the 1930s and is a huge tree now.

The second roadman's hut was beside the Cook Block entrance, just a few metres south of the gate, and remains were still there in 1970. We have no record of the workman stationed at this site.

The third site is right opposite the entrance to Pukeiti, where Adrian Clark had his whare. He planted the huge bank of R. "Sir Robert Peel" that is now such a feature in late August – early September. The habit and flower is similar to R. "Elegans" but the colour is a more magenta red.

No doubt there were more huts along the rest of the road but the sites remain unmarked. Carrington Road between Plymouth and Pitone Roads was still unsealed in 1970 but the Taranaki County Council acted on the request from Pukeiti to upgrade the road to an acceptable tourist standard and embarked on a widening and sealing programme. This also entailed replacement of several of the old wooden bridges but unfortunately the funds were not available to make them two lanes wide. The building of the Pukeiti Gatehouse (now called the Rainforest Centre) and the anticipated extra visitors spurred the now NP District Council into completing the seal right through in 1988.

### 1.1.3 The Garden

The idea to establish a rhododendron garden in Taranaki began with Gisborne farmer, Douglas Cook, in the mid-1940s. He was a keen plants collector (inspired by parks and gardens he had seen

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<sup>2</sup> The Gliding Peak – more tales of Old Taranaki, David Rawson (1990)

in England during the War) with a passion for rhododendrons, and had begun planting his property Eastwoodhill in 1918 (later Eastwoodhill Arboretum).

In 1945 and 1946 drought scorched the North Island's East Coast and proved to be the last straw for Cook who had struggled to grow rhododendrons in the hot, dry eastern climate for some time. He regularly bought his plants from the New Plymouth nursery Duncan and Davies through Arthur Goudie, and he knew Taranaki's reputation for providing rhododendrons with optimum growing conditions. He set out to find a piece of land high in the ranges that could be devoted to the cultivation of rhododendrons.

He co-opted Goudie and Russell Matthews in March 1950 to inspect a bush block for sale in upper Carrington Road. The land is between the north-western slopes of Pouakai and the inland spurs of Kaitake. Features of earlier uses of the land include "paint mines", and the remains of a tramline built in the 1920s to remove logs from the forest. Deposits of red ochre, kokowai, a pigment used by Maori to manufacture red paint for canoes and buildings, were dug up by Pakeha from pits in the 1920s and carried out of the forest by pack horse for paint manufacture. When the tramline was established it was used also for transporting the ochre.

Cook bought a 62 hectare site which was on a hill called "Pukeiti". Taranaki farmer Arthur Richardson later added significantly to this initial purchase by anonymously donating further blocks of land enabling road access to the garden and providing the site of the present buildings.

Because he needed to look after his own property on the East Coast, Cook applied to the New Zealand Rhododendron Council for assistance to care for the new project. The Council turned him down. Undaunted, Cook mounted a subtle campaign of visiting potential trustees – mostly farmers who were keen on plants – telling them about the project and often leaving a gift of a choice plant. They signed up. By 1950 he had established the Pukeiti Rhododendron Trust whose foundation members were: Douglas Cook; Russell and Mary Matthews; Philip Ayckbourn; Monica Brewster; Ken Burns; Inez Corrigan; Cyril Croker; Victor Davies; Ron Gordon; Arthur Goudie; Michael Hudson; Freda and Robert Ireland; Ada Kynoch; Andrew Larcom; Alan Marshall; Grant Maxwell; Graham Petterson; Arthur Richardson; Henry Rowe; Roland Stead; Tom White; Griff and Louisa Williams.

The timing of his campaign was fortuitous. It was an era of good wool prices and general affluence in New Zealand. A year later, watersiders refused overtime at all New Zealand ports after a dispute over wages and the union was locked out for 151 days in the costliest industrial dispute in New Zealand. Trust money (originally 50 pounds a year for a minimum of five years) from the farming community might not have been so available. Work began straight away on the new garden and by the time the trust money had been secured, Pukeiti had put down its roots in the Kaitake Range. The official opening was on 1 November 1951.

As Russell Matthews lived in Taranaki it became his job to enlist new members and to organise working bees with Taranaki volunteers. These were missions for the whole family and the family Vauxhall J car regularly ground its way up to Pukeiti. Russell Matthews – with son, John, as projectionist – also travelled throughout New Zealand as a tireless ambassador for the garden, spreading the word. At the end of the film evening, his audience was forbidden to leave the hall until they signed as members.

Until he shifted to Palmerston North, Goudie made the decisions about what to plant. Jack Goodwin next took over this role and designed the complete planting plan including the tracks. In the first 10 years volunteers did all the major work. The timber to build the Lodge was cut, milled and given free. Members of the Trust (many of whom lived beyond Taranaki) provided guidance and enthusiasm and made financial decisions, and the local executive took care of day-to-day affairs.

Les Boisen was the Trust's second curator, replaced by Rob Bayly in 1956, Rob Hair in 1960 and Graham Smith from 1969 to 2008. Graham was instrumental in developing Pukeiti as an international rhododendron collection.

#### 1.1.4 The natural history

Mount Taranaki and the volcanoes to the north have been built by two million years of volcanic activity that has lasted from early Pleistocene times almost to the present day.

Pukeiti, according to volcanologist Dr V E Neall, is a comparatively new cone – a cumulodome formed by magma bursting to the surface. The name Pukeiti could possibly be a fairly modern one. The earliest map gives the name, also, as Piro ngiha (= burning stink). It could be presumed from this, that it was active in early Maori times.

The lavas which have been extruded from the Taranaki volcanoes (comprising Taranaki, Pouakai, Kaitake and Paritutu Volcanoes) cover a comparatively small area, mostly at high altitudes. Below the 900m contour they merge into a thick apron of fragmentary volcanic debris forming a landscape called the ring plain.

This ring plain has been constructed from collapses of pre-existing volcanic cones at each site. These collapses initiated massive volcanic debris avalanches to inundate the surrounding lowlands, together with lahars (volcanic mudflows) and river sediments (alluvium).

From north to south the Taranaki volcanoes comprise:

- Paritutu Volcano – the spine of Paritutu on the New Plymouth foreshore and the nearby Sugar Loaf Islands, positioned slightly to the northeast of the principal volcanic line,
- Kaitake Volcano, a remnant extinct volcano, about 5 km in diameter,
- Pouakai Volcano, a severely eroded and extinct volcano, about 10km in diameter (Pukeiti lies on the north flank of the Pouakai),
- Taranaki Volcano, a classic and almost perfect volcanic cone of interbedded lavas and breccias, that stretches almost 20km in diameter within the confines of Egmont National Park.<sup>3</sup>

#### 1.1.5 Flora and fauna

The rainforest area comprises of 90% of the total area of Pukeiti, some 335 hectares. It is rich in species because it sits in a transitional zone between lowland / coastal forest and the montane forest on Mount Taranaki.

Cut over in the 1930s for logging, and browsed by feral goats and possums, the rainforest is now mainly composed of kamahi (*Weinmannia racemosa*) with components of tawa (*Beilschmiedia tawa*), pigeonwood (*Hedycarya arborea*), hinau (*Elaeocarpus dentatus*) and northern rata (*Metrosideros robusta*). It has been the focus of a conservation programme, begun by the Pukeiti Rhododendron Trust and now continued by the Taranaki Regional Council, which has seen the replanting of rimu and other podocarps and the gradual control of animal and plant pests.

Pukeiti is at the forefront of large scale predator control and plays a vital role in the Taranaki Taku Turanga - Towards Predator-Free Taranaki project. The native wildlife of Pukeiti is being restored due to large scale predator control including a 'virtual barrier' made up of 1300 remote reporting traps designed to protect the Kaitake range from invading possums. Along with the predator control, bird re-introductions will return important species such as kaka and kiwi to the area.

This work is ongoing but already the results show a significant improvement in forest health.

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<sup>3</sup> The Volcanic history of Taranaki, V.E. Neall (2003)

In addition to rainforest, the property includes the bush areas surrounding the rhododendron gardens. The vegetation at this site has been well documented in several studies and includes natural and planted populations of at risk and regionally distinctive species (e.g., *Brachyglottis kirkii*, *Ptisana salicina* (king fern), *Pittosporum kirkii*, *Brachyglottis turneri*, and *Pittosporum cornifolium*.)

There is also ample habitat for terrestrial and arboreal reptile species. The goldstripe gecko and forest gecko have both been found in and around the gardens. Native skinks will also be present which may include notable species.

Surveys of small streams in Pukeiti in the late 1990s revealed the presence of good populations of notable native fish species, including shortjaw kōkopu, koaro and long fin eel. These streams remain relatively stable and still provide good habitat for these notable species.

The combination of regenerating rainforest and the exotic planting in the garden provides a good food source for birds such as kereru (wood pigeon), riroriro (grey warbler), kōtare (kingfisher), pīwakawaka (fantail), korimako (bellbird), tui, tauhou (silvereye), miromiro (tomtit) and ruru (morepork) and for native bats.

## 1.2 Description

Pukeiti is a 360 hectare property located on the northwest slopes of Mount Taranaki, on Carrington Road, New Plymouth, and borders Egmont National Park.

The property comprises 270 hectares owned and managed by the Taranaki Regional Council and approximately 90 hectares of regenerating forest, bordering the Kaitake Ranges, of West Coast Lease Land under a 99 year lease with the Parininihi Ki Waitotara Incorporation.

During Pukeiti's development, 25 hectares have been converted into a garden world-renowned for its rhododendron plant collection.

The developed garden is protected and framed by regenerating rainforest and features a range of ornamental trees, plant and shrubs from around the world including New Zealand flora and associated fauna.

The remaining 335 hectares are dedicated to the restoration of the rainforest ecosystems.

There are covered walks which display not only rare and endangered tropical vireya rhododendrons but also an array of other beautiful plants. The remainder of the garden experience is in open air and follows the flowing contours of the valleys and mountain streams.

Facilities include the Rainforest Centre which houses information and way-finding, a café and a conference facility and the Lodge which is a base for the Pukeiti Rhododendron Trust, as well as a venue for public and private events.

## 1.3 Governance

Pukeiti was first established in 1951 by the Pukeiti Rhododendron Trust. In 2010 ownership, governance and management of Pukeiti was transferred to the Taranaki Regional Council for the people of Taranaki. The Trust is ensured continued involvement in Pukeiti's future through a partnership outlined in the Heads of Agreement (internal document). Today the gardens are funded by the ratepayers of Taranaki through the Taranaki Regional Council and a substantial contribution from the Pukeiti Rhododendron Trust.

## 1.4 Current audience

Pukeiti currently attracts 65,000 to 80,000 visitors annually. It is opened and staffed daily for visitors throughout the year for self-guided garden experiences. The main visitor season is from September through to March, peaking over the annual Taranaki garden festival in October/November.

Visitors were predominantly garden enthusiasts aged over 40 years, but current strategies have widened the audience to include a more diverse cross section of the public. Pukeiti is a draw for the population of the city and the region as an iconic garden and unique environmental experience.

It is from now on, with the Council's investment in facilities and infrastructure, and the planned increase in visitor services (events, activities etc), that we should see an even greater increase in visitor numbers. Visitor numbers for the 2016/2017 year were averaging approximately 30,000, and now in 2019/2020 they are averaging 70,000.

## 2 Section Two: Strategy

### 2.1 Vision

“A world-class garden and rainforest experience.”

### 2.2 Visitor experience

Leave the bustle of the city, travel through rolling countryside and enjoy glimpses of the mouna. Enter into the young rainforest - this is a unique place, and the roadside signage will raise excitement levels as you get closer. Arrive at a landscaped car park that reflects the flavour of the garden to come. The entrance to Pukeiti is revealed.

There's a sense of discovery as you walk into the Rainforest Centre and experience panoramas of the garden, the rainforest and beyond.

Relax in the Founders Café or enjoy a function or exhibition. Check out the Rimu Room, where you'll learn about Pukeiti's plant collection, geology, rainforest regeneration and its spiritual significance to tangata whenua.

Follow the Vireya Walk and marvel at the plant display housed in a subtropical wonderland. Discover a historic waterwheel and wander around the beautifully presented borders surrounding the lawn. These gardens showcase the very best of the rhododendrons from the world-renowned collection. The 1950s-style Lodge sits in the showpiece gardens, and here you'll discover how this garden came to be. Take in the stories of the passionate founding members and volunteers who toiled in the garden over decades.

Enter deeper into Pukeiti and wonder at the beauty of a world-class rhododendron collection within a rainforest. This is a place for children – there is intrigue, surprise and adventure as families journey through this lush environment. Look! A rhododendron in perfect bloom!

Whether you're on foot or on a bike, the Pukeiti Rainforest Bridge will entice you further into the mysterious forest. The scale of the property is becoming clearer – it is huge. This protected forest is rich with history, held in the stories, language and knowledge of the local tangata whenua and the pioneering Europeans, and the continuing regeneration of the rainforest after the logging. The Rainforest's range of cycling and hiking options can keep you happily engaged without leaving the property, or it can be the start or finish of a longer adventure to or from the coast along Te Ara A Ruhihiweratini. Pukeiti's accommodation opportunities can deepen your experience. Enjoy a back-country hut experience at the recently constructed Piwakawaka Family Hut, or the classy comfort of the delightful Lodge Studio. And right next to Pukeiti is Patuha Lodge offering four-star accommodation.

Pukeiti is a hub with something for everyone - children, teens, culture lovers and fun-seekers, as well as nature-lovers. Whether you take a short garden walk or a more challenging adventure, you'll sense another world and time. Bring your family for a delicious lunch in the café and join in on a scheduled guided tour. Gain skills at a free horticultural workshop and learn more about the beautiful genus rhododendron and the native plants and ecology of the rainforest. Experience a public event on the lawn with its stunning views and sense of space. Or for a quiet moment, walk out into the rainforest for an intimate experience of nature. Make Pukeiti the venue for a private or community event.

## 2.3 Values

- |                |               |                |
|----------------|---------------|----------------|
| • Accessible   | • Inspiration | • Quality      |
| • Adventure    | • Integrity   | • Relaxing     |
| • Availability | • Mystery     | • Resilience   |
| • Belonging    | • Nature      | • Tranquillity |
| • Discovery    | • Passion     | • Tikanga      |
| • Diversity    | • Persistence | • Unique       |
| • Enjoyment    | • Pleasure    | • Vibrancy     |
| • Inclusive    |               |                |

## 2.4 Positioning

- Location - natural environment / mountain
- Significance - regional / national / international
- Focus - collection / history / biodiversity / recreation
- Management - provide public value

## 2.5 Audiences

- Taranaki community
- District, regional, national and international visitors
- Garden and Aotearoa ecology sector
- Families – tree house trail, recreation
- Exercisers
- Functions – low disruption, approved activities
- Education – formal and informal
- Hospitality - complementary cafe

## 2.6 Synergies

- Garden services – Hollard Gardens, Tūpare and District Councils
- Marketing and Communications – local / national tourism providers, Qualmark, Venture Taranaki, Tūpare and Hollard Gardens, regional and national print media, District Councils, internet and social media
- Collection records management – Pukekura Park, Tūpare and Hollard Gardens, others
- Programme development – education providers and agencies
- Staff development – Tūpare, Hollard Gardens and District Councils, BGANZ, Interpretation NZ
- Horticultural organisations – New Zealand Garden Trust, Royal New Zealand Institute of Horticulture, Botanic Gardens of Australia and New Zealand, Botanic Gardens Climate Change Charter, New Zealand Rhododendron Association, American Rhododendron Society, Australian Rhododendron Society (Olinda), Emu Valley Rhododendron Society, Recreation Aotearoa, Parks Forum, Botanic Gardens Conservation International



- Tourism – Venture Taranaki, Recreation Aotearoa, Tourism Industry Aotearoa, Interpretation NZ

## 2.7 Goals, objectives and principles

The structure of this section follows the key areas of focus relating to the overall vision. Each activity area has goal, associated objectives then statements of principle to support the objectives and goals.



### 2.7.1 Pukeiti Charter

The cultivated areas are maintained and developed in the informal style developed by the Pukeiti Rhododendron Trust.

As a key international plant collection focusing on rhododendrons in a rainforest setting, the rhododendrons and complementary plants will continue to be nurtured and trialled.

Zone 1 "The Garden" and Zone 2 "The Rhododendron Collection" are presented, maintained and developed as a quality horticultural experience in a healthy, sustainable and attractive manner according to best horticulture amenity management practices.

Trees, shrubs and other plants that furnish the garden include the plant varieties selected for botanical and aesthetic value by the Pukeiti Rhododendron Trust.

All of the property is made accessible to the public.

Neither interpretation, nor social uses, shall compromise the heritage features or conservation of the garden or rainforest.

Events and activities are encouraged that attract new audiences and add value to the Pukeiti experience.

Communicating the stories of Pukeiti is a primary objective of the visitor experience.

Nationally and internationally recognised garden management charters or principles and best amenity management practices act as a guide for heritage garden management.

Restoration and ongoing management of the garden are guided by the principles of the Pukeiti Collection Plan (2021) and the Pukeiti Asset Management Plan (2021-2031) and their subsequent revisions that build on the Pukeiti Rhododendron Trust's vision and achievements.

The current phase of development for Pukeiti is opening up the rainforest through recreational access. This primarily involves tracks for walkers and mountain bikers with a range of experiences from short walks from the garden out into the rainforest to longer walks/rides that link with the Kaitake Trail and perhaps later the Taranaki Crossing.

Any future facility developments in the garden are designed to ensure that the integrity of the garden and rainforest is not compromised and that they add value to the Pukeiti visitor experience.

Primary access pathways in Zone 1 and 2, where practicable, are maintained in a safe and accessible manner. Other remaining grassed walkways are maintained in a healthy, vibrant safe and accessible manner.

Primary access trails in zone 3 are maintained in a safe and accessible manner.

## 2.7.2 Plant collection – Zone 1 & Zone 2

Pukeiti is an international rhododendron collection in a rainforest setting and the most diverse rhododendron collection in the world. Its unique strength is its rainforest location encompassing high rainfall, fertile soils and climatic conditions, combining this with the skills and passion of those that created it as well as those who now continue its vision.

### Goal

The provision of a unique and special collection of aesthetic and botanical appeal and of local, regional, national and international significance.

### Objective

To record, protect, enhance and provide access to the quality cultivated botanical plant collection which comprises Zone 1 – The Garden and Zone 2 - The Rhododendron Collection.

### Principles

- That the Pukeiti Plant Collection Plan 2021 is implemented,
- The Garden – Zone 1 is managed in order that it showcases the Rhododendron Collection and is cultivated to a high standard of care. It features cohesive plant compositions and where appropriate, is intimate in character and extends the seasonal peaks of the flowering periods,
- The Rhododendron Collection – Zone 2 is managed in order that the specimen plants are displayed to best effect and maintained for long-term preservation,

- According to internationally accepted botanical collection management conventions, plants are identified and records maintained to enable identification, accession, breeding and plant heritage value information,
- The botanical collection is recorded, managed and disseminated to a professional standard,
- Consideration is given to botanical value, landscape character and design, before any major garden restoration or replanting is undertaken,
- The Garden and The Rhododendron Collection are presented, managed and developed as a quality horticultural experience; in a healthy, sustainable manner according to best practices,
- Appropriate interpretation media are used to communicate plant names, and other information. These may be individual or collective,
- Consideration is given to all relevant facets of climate change in regards to any garden refurbishment or new accessions
- Open spaces will be maintained in the Lawn, Meadow, Founders Garden and the Waerenga.

### 2.7.3 The Rainforest – Zone 3

The Pukeiti Rhododendron Trust recognised the rainforest for its intrinsic and ecological values and began a programme of rainforest regeneration that the Taranaki Regional Council continues. The Rainforest is approximately 335 hectares surrounding The Garden and The Rhododendron Collection. Prior to World War II this area was logged and is now naturally regenerating as well as being supplemented by a programme of rimu planting.

#### Goal

The protection and enhancement of the regenerating rainforest's historic, ecological and educational appeal for regional, national and international audiences.

#### Objective

Pukeiti has the objective of managing The Rainforest through the protection of its flora and fauna and in specific areas, managing the planted rimu trees.

#### Principles

- The Rainforest area, Zone 3, is managed and protected for its intrinsic, biodiversity, heritage, recreation and educational values,
- The Rainforest (Zone 3) remains primarily a natural area. All flora and fauna native to the site are protected as much as possible, to encourage regeneration,
- All way finding and interpretation material reflects the branding and is consistent,
- A Biodiversity Plan for the Rainforest Zone 3 is completed and implemented by the Taranaki Regional Council,
- The Biodiversity Plan includes an active pest and weed management plan and on-going monitoring programme using standardised monitoring protocols,
- Any plantings outside of Zone 1 and 2 are restricted to plants native to the area,
- Maintain and enhance links to tertiary institutions as opportunities arise,
- Where appropriate, all existing and proposed research is incorporated into the Biodiversity Plan,
- Any historical or archaeological sites (such as the tramline, hauler trenches and paint mines) will be researched and evaluated and, where appropriate, protected and interpreted,

- The Pukeiti Asset Management Plan defines the criteria for recreational users of The Rainforest. Any proposed recreational activity will need to be carefully scrutinised and measured against the principles in this plan,
- All public activity in The Rainforest shall be sympathetic to the character and environment. Consideration will be made of weed and pest infestations, erosion issues, noise, views,
- Any suitable commercial recreation proposal will encompass a sustainable business plan outlining capital and operating costs, and who carries them, over a defined period and include projected visitor numbers for the said activity,
- Any suitable commercial recreation proposal by an outside organisation will also need to encompass an independent environmental impact report, financed by the party making the proposal, which will outline the environmental consequences of any new developments.

## 2.7.4 Landscape installations and open spaces

### Landscape installations

These landscapes provide contrast and stimulation to a wide audience and are different from the rest of the gardens.

There are three distinct areas;

- Keiller Garden - domestic rhododendron garden
- Misty Knoll - secret garden
- Weka Wetland – contemporary wetland

#### Goal

The provision of unique and stimulating landscapes that contrast with the plant collection in Zone 1 and Zone 2.

#### Objectives

To maintain the three quality landscape installations at the Misty Knoll, Weka Wetland and the Keiller Garden.

#### Principles

- The landscapes will use artistry, fun and play,
- These landscapes will be reviewed in 2023,
- The Interpretation Plan will be used to engage with the visitor,
- These areas will be maintained to a high standard and to their original brief.

### Open spaces

These areas provide spatial integrity in selected areas of Zone 1 and 2. They provide relief from the established vegetation and are sites for passive and active activities.

Open space areas are the Lawn, Founders' Garden, Waerenga, and Meadow.

#### Goal

Open spaces are an integral part of the garden experience.

#### Objective

The protection and maintenance of open spaces within the gardens will add value to the visitor experience.

#### Principles

- These areas will be maintained as lawns or clearings,
- These areas will be used for events and garden visitors.

### 2.7.5 Environment, biodiversity and heritage

The Pukeiti Rhododendron Trust's hard work, passion and conservation management led to the transition from a modified landscape into a key international rhododendron collection and the regeneration of the rainforest.

The garden is a testimony to the founders' and members' foresight and vision over a 60 year period. The people and stories are an intrinsic part of the overall value of Pukeiti.

The Pukeiti summit is spiritually and historically significant to local tangata whenua.

As with Tūpare and Hollard Gardens, the intention is to manage the plant collection and Rainforest following sustainable best practice and take into consideration the effects of climate change.

The heritage value of the cultivated garden is an intrinsic part of its worth. It is imperative that the plant collection plan is followed and the heritage value of any proposed deaccessions or accessions is assessed.

#### Goal

A quality rhododendron collection and regenerating rainforest that is a worthy example of environmental care, biodiversity and heritage management.

#### Objective

To protect, enhance and make accessible the environmental, biodiversity and heritage values of Pukeiti.

#### Principles

- Sustainable garden management includes only selecting plants suited to the environment,
- The environmental impact of any development is minimized,
- The heritage and cultural events and stories are recognised and recorded,
- Regeneration and management of The Rainforest is undertaken through the Biodiversity Plan,
- The rhododendron collection is carefully managed using applied plant husbandry practices to provide an excellent display,
- The Regional Gardens Climate Change Charter, along with other plant collection objectives and best amenity management practices, act as a guide.

### 2.7.6 Information and education

Pukeiti is primarily focused on the cultivation of rhododendrons and the biodiversity and ecology of the rainforest which collectively offers great value for visitor interest and education and an exhilarating encounter with nature.

The stories that are part of Pukeiti are those of the local tangata whenua, the European pioneers and the garden founders.

#### Goal

A visitor experience that captures the imagination and inspires the spirit through Pukeiti's stories.

#### Objective

To identify, celebrate and enhance the Pukeiti visitor experience through the telling of its many stories in an accurate, innovative and contemporary way.

### Principles

- Pukeiti's stories focus on:
  - The Founders – vision, passion and achievements
  - Tangata whenua – stories, language, knowledge
  - Pioneers - logging, mining, roading
  - Rhododendrons – botanical, conservation, beauty
  - Gardens – style, collections, plants and collectors
  - Landscape - mountain, rainforest, streams, birds
  - Environment – biodiversity;
- Research continues to identify, qualify and record the stories of Pukeiti,
- Understanding the different market segmentations to ensure that any property developments and activities are developed with an understanding of the audience,
- The interpretation does not undermine the primary sensual experience which is the garden and rainforest,
- Communicating the stories and botanical knowledge held at Pukeiti is a primary objective of all interpretation,
- The Pukeiti stories and botanical information are told through accurate, innovative and contemporary media in keeping with the brand,
- The unique identity brand for Pukeiti reflects the public value of Pukeiti's international plant collection,
- Pukeiti's stories are told through quality interpretative information including; plant labelling, guiding, interaction with staff and members, technology, publications and information panels and heritage,
- The Pukeiti education experience is based on the enjoyment of rhododendrons and the natural ecology.

### Objective

To market Pukeiti as a unique garden and environmental showcase resource and experience.

### Principles

- All marketing communication in Taranaki and beyond is underpinned by public ownership and value,
- All marketing uses a unique Pukeiti brand and additionally, reinforces the Taranaki Regional Council brand and ownership,
- The Marketing and Communication Plan 2021 is implemented (internal document) and the marketing to the national and international audience is done in partnership with Venture Taranaki.

### Objective

To market Pukeiti as a biodiverse showcase using exciting and innovative programmes to engage the wider audience.

### Principles

- A programme will be created to complement the other Regional Garden events;
- The programme will aim to connect people with the land and focus on:

- gardening
  - rhododendrons
  - local tangata whenua knowledge, stories and language
  - biodiversity
  - sustainability
  - native flora and fauna
  - bush craft
  - cultural history
  - recreation
  - art
- The programme will be led by the Taranaki Regional Council.

### 2.7.7 Community and use

Pukeiti is positioned with both Taranaki and the national community.

Previous to the change of ownership in 2010, Pukeiti was a commercial garden. Now the focus is on public purpose and value. New services and enhanced facilities will reinforce Pukeiti's relationships with the community.

Its proximity to Egmont National Park is providing potential for new recreational experiences to attract and sustain new audiences.

Public access to Pukeiti is always free. However, this does not exclude limited commercial opportunities that further enhance the visitor experience (such as the café, taonga, souvenirs, merchandise and plant sales).

#### Goal

A public property that promotes and engages the Taranaki and New Zealand community's support, use and involvement.

#### Objective

To develop opportunities for the regional and national community that fully utilise the potential of the property.

#### Principles

- The Taranaki community is the primary target for audience development,
- Links with other local, regional and national recreation activities are developed and maintained,
- Pukeiti is positioned as a core visitor experience for Taranaki – a high quality “hub” of activity and information,
- The Garden, The Rhododendron Collection and The Rainforest are professionally and consistently interpreted in order to provide optimum visitor engagement,
- A tailored events programme that complements and adds value to the Pukeiti experience is provided,
- New walking and biking trails continue to be developed within the Rainforest to grow new audiences with a recreational and cultural focus,
- New support facilities such as a hut, shelters and interpretation are developed in the Rainforest to complement the new or upgraded access routes.

#### Objective

To provide value-added opportunities that enhance the visitor experience.

**Principles**

- Public access to Pukeiti is always free,
- Public access to Pukeiti is primarily through the Rainforest Centre according to the “hub” concept,
- Charges for services or products that add value, and complement the visitor experience (and are not, as of right, available) may apply,
- Commercial ventures, and other value-added activities, may be encouraged that are sensitive to the character of Pukeiti and attract and sustain existing and new audiences.

**Objective**

To manage Pukeiti effectively and professionally, and where appropriate, to invite community involvement.

**Principles**

- Pukeiti is open all day, every day of the year,
- Pukeiti is managed and resourced to achieve high amenity horticulture quality standards,
- All garden and visitor services staff are suitably qualified and/or experienced and training/exchange programmes are established to ensure on-going education and development,
- Pukeiti will have staff in attendance every day of the year except Christmas Day.

**Objective**

That donations or commemorations are in line with the visitor experience and garden character outlined in this plan.

**Principles**

- All requests to inter or spread ashes must be done within a designated area; either they’re spread or they may be interned in a biodegradable box without a commemorative plaque,
- People or parties wishing to donate/contribute to Pukeiti will be offered a range of options (and cost ranges) that will be consistent with the purposes and projects in this plan,
- That any donations to the garden, for example works of art, remain true to the visitor experience and garden character outlined in this plan and are first discussed with the Regional Gardens Manager,
- Acknowledgement of benefactors shall only take place along the Memory Walk and in the story station in the Lodge. Any other situation that falls outside this criteria will require written permission from the Chief Executive Officer.

**2.7.8 Physical access, facilities and services**

Pukeiti provides a variety of facilities for visitors. Desired public audience growth and development require the review, provision and maintenance of appropriate quality facilities and services. The provision of future public facilities or services is a gradual process that identifies a clear purpose and, where appropriate, a business case outlining sustainability.

**Goal**

The provision of appropriate public facilities, services and physical access within Pukeiti that enhance the visitor experience without impacting on the character and environment of the landscape.

**Objective**



To provide adequate physical access and associated services within and to Pukeiti.

#### Principles

- The upgrade projects are implemented and maintained,
- The first, and lasting, impression for visitors to Pukeiti is exciting, consistent and high quality,
- All structures and facilities are reviewed,
- Any new public buildings and structures are consistent with the brand and style and are compelling to a wide audience,
- All services (sewage, water, power, phone and computer access) are maintained and upgraded as necessary.
- Pukeiti provides high quality visitor information and service amenities,
- The covered Vireya Walk, Kōkopu House and Waterwheel Walkway are not only recognised and marketed as key showcases but also as mobility impaired / wet weather destinations,
- All pedestrian access and movement through-out the property has a natural flow,
- Staff facilities are contained away from the main public areas to enhance the visitor experience,
- The Pukeiti Rhododendron Trust lease of the Lodge will continue. However, public access for heritage and cultural interpretation and public and private activities is maintained,
- The Regional Gardens Manager is to continue working with NPDC to maintain the character of the road whilst addressing safety issues,
- The carpark caters for peak demand and at the same time deters anti-social behaviour,
- The Rainforest Centre houses interpretation that complements the exterior interpretation,
- The Rainforest Centre provides way-finding, shelter, hospitality services and recreational facilities as well as information on TRC, Hollard Gardens and Tūpare,
- Educational activities and innovative facilities for families are maintained in Zone 1 and 2 and are developed for sites in Zone 3,
- The grass pathways in Zone 2 (The Rhododendron Collection) are maintained to their original appearance apart from the Rhododendron Stroll and the Valley of the Giants Walk,
- For accessibility, the all-weather surface on primary routes is maintained,
- A transportation service will be provided for garden viewing for the less-able,
- This plan addresses the need for pedestrian access to the summit lookout in Zone 3,
- Physical access in Zone 3 is actively managed through regular maintenance of tracks, drains, and bush margins,
- Professional way-finding minimises safety concerns across the property,
- This plan includes the addition of programmed new facilities and tracks in the Rainforest Zone 3 and funds a family recreational track to Oakura,

#### 2.7.9 Relationships and connections

To achieve and maintain the aspirations outlined in this plan, it is critical to establish and maintain key partnerships and alliances to strengthen, improve and complement the Pukeiti experience.

#### Goal

Successful relationships and connections that provide for a quality visitor experience at Pukeiti as well as the other Taranaki Regional Gardens.

**Objective**

To implement the Heads of Agreement with the Pukeiti Rhododendron Trust

**Principles**

- To encourage interest in and the development of the genus Rhododendron, scientific research into its breeding and culture, and the promotion of such other purposes as may advance the culture of the genus;
- To encourage interest in and development of ornamental and other trees, plants and shrubs;
- To act as a common meeting ground for enthusiasts and disseminate knowledge of horticulture and silviculture;
- To beautify the land acquired, enhance the forest remnants, and conserve and provide sanctuary for native flora and fauna;
- The Regional Gardens Manager or a Regional Gardens representative shall report on planning, operational and botanical matters and attend Board meetings if required.

**Objective**

To nurture and grow an active, on-going and meaningful relationship between Tangata Whenua and Pukeiti.

**Principles**

- To work together under principles of integrity with an agreed vision for partnership;
- Facilitate the involvement of Tangata Whenua to participate and assist with the communications of stories to the wider community through interpretation, events and activities;
- To encourage interest in and use of Pukeiti by Tangata whenua through wananga, working groups and research projects;
- To encourage and foster the relationship between Pukeiti and artists.
- **Objective**

To nurture and grow an active, on-going and meaningful relationship between Taranaki Mounga Project including DOC and Pukeiti.

- To work together under principles of integrity with an agreed vision for partnership;
- To maximise the opportunities during the Taranaki Mounga Project's and DOC's planning processes to position Pukeiti to realise the goals and outcomes of the Strategic and Conceptual Framework document.

**Objective**

To maintain relationships and connections with key stakeholders and partners. They are categorized into groups that present opportunities for this public engagement. Some of the stakeholders and partners span more than one group. These opportunities are categorised into: garden, events, tourism, recreation, biodiversity and art:

**Principles**

- Maintain key partners and the context for the relationships;
- Identify new partners appropriate to the context of the relationship;
- Align stakeholder aspirations, goals and outcomes with those of Taranaki Regional Gardens;
- Develop and maintain a vision for the partnership;

- Outline specific objectives, targets, timeframes and resources for both parties.

### Objective

To identify and nurture local, regional, national and international relationships to add value to the visitor experience at the Regional Gardens.

### Principles

- Relationships and connections are formed with regional, national and international organisations and facilitating agencies that will add value to the visitor experience.
- Garden
  - Botanic Gardens Australia and New Zealand
  - New Zealand Gardens Trust
  - New Plymouth District Council
  - New Zealand Rhododendron Association
  - Royal New Zealand Institute of Horticulture
  - TSB Bank
  - TSB Community Trust
  - American Public Gardens Association
  - Recreation Aotearoa
  - American Rhododendron Association
  - Kunming Botanical Institute
  - Ministry of Primary Industries
- Events
  - TSB Community Trust
  - Lysaght Watt Trust
  - Puke Ariki
  - Taranaki Iwi
  - Ngā Mahanga A Ngāti Tairi
  - TRC Public Information
  - New Plymouth District Council
  - Taranaki Arts Festival Trust
- Tourism
  - New Plymouth District Council
  - Stratford District Council
  - South Taranaki District Council
  - Venture Taranaki
  - Qualmark
  - Taranaki Arts Festival Trust
  - Sport Taranaki
  - Information Sites
  - Puke Ariki
  - Chamber of Commerce
  - Libraries

- Local Tourism Operators
- Recreation
  - New Plymouth Harrier Club
  - Sport New Zealand
  - Recreation Aotearoa
  - Department of Conservation
  - Sport Taranaki
  - Taranaki Athletic
  - Mountain Bike Club
- Biodiversity
  - Department of Conservation
  - Taranaki Iwi, Ngā Mahanga A Ngāti Tairi
  - Lake Rotokare Trust
  - Massey University
  - Auckland University
  - Waikato University
  - Ministry of Primary Industries
- Art
  - Taranaki Arts Festival Trust
  - Taranaki Iwi Ngā Mahanga A Ngāti Tairi
  - Lysaght Watt Trust
  - Taranaki Society of Arts
  - Local artists

### 3 Section Three: Programme

#### Part A. Review of achievements from 2018 - 2021 programme

The tasks and priorities listed in this section are from the 2018 programme. The achieved comments are as at September 2020.

The review comments below each section of tasks are made to qualify the situation where relevant.

Priority 1 1-3 years

Priority 2 3-5 years

Priority 3 5-10 years

(#= Could be implemented in partnership with Hollard Gardens, Tūpare and other regional garden partners)

#### 4A.1 Collections

Task	Priority	Achieved
Implement the Plant Collection Plan 2018	Ongoing	Yes
Complete the garden developments in zone 1	1	Yes
Digital plant records will be kept up to date and used to manage the collection including the covered walkways and nursery	Ongoing	Yes
Provide suitably qualified or experienced staff to record, manage and disseminate the collections using horticultural best practice	Ongoing	Yes
Continue garden management and implementation according to the principles of the Pukeiti Asset Management Plan and the Pukeiti Collection Plan	Ongoing	Yes

#### 2020 Review comments:

- Pukeiti continues to improve the health and quality of the collection.
- The plant database is actively maintained and shared with others.
- The conservation work with the Pukeiti Rhododendron Trust and Massey University adds value to the collection. The appointment of a collections officer in partnership with PRT has assisted in this regard.

#### 4A.2 Environment, Biodiversity and Heritage

Task	Priority	Achieved
Implement the Biodiversity Plan to nurture and enhance the natural ecology of the property	Ongoing	Yes
Identify and record archaeological sites to be protected and, if appropriate, made publicly accessible and interpreted	1	Yes

Continue to secure archival material as opportunities arise	1	Yes
Obtain a QEII covenant for the rainforest	1-2	No

**2020 review comments:**

- The pest eradication programme has significantly improved the health of the rainforest.
- We have continued to gather more historical information.

**4A.3 Information and Education**

Task	Priority	Achieved
Implement the Pukeiti Interpretation Plan (revised every 3 years, internal document) including new and exciting interpretation in Zone 3	Ongoing	Yes
Continue to undertake regular market research and visitor surveys to identify strategies to develop new audiences	Ongoing	Yes
Continue to maintain and enhance the various educational activities such as the Rainforest School, Treehouse trails, workshops etc.	Ongoing	Yes

**2020 review comments:**

- Pukeiti continues to consolidate as a community education resource.

**4A.4 Community and Use**

Task	Priority	Achieved
Promote local community support and engagement	Ongoing	Yes
Implement the Heads of Agreement with the Pukeiti Rhododendron Trust	Ongoing	Yes
Continue to grow Pukeiti as a hub and destination for a range of cultural and recreational activities – this includes visitor services as well as an events programme	1-2	Yes
Implement the Pukeiti Plant Collection Plan with a focus on significant improvements to zones 1 & 2	1	Yes
Continue to grow the hospitality experience to complement the garden and rainforest	1	Yes
Complete all recreational projects in the Rainforest including Tramline development, lookout structure, new access to lookout, Family Hut, Pukeiti Rainforest Bridge	1	Partially

**2020 review comments:**

- Pukeiti is now utilised by the community as a quality community experience.
- The display and visual impact of the garden has significantly improved.

**4A.5 Physical Access, Facilities and Services**

Task	Priority	Achieved
Complete the landscaping of zone 1	1	Yes
Consider and plan new complementary visitor experiences subject to demand	2	Yes
Introduce new wayfinding and signage in zone 3 as developments are completed	1-2	Yes
Construct new toilets and fitness trail in the Valley of the Giants	1	Yes
Construct a toddlers' playground in zone 1	1	No
Maintain all public access to a high standard	Ongoing	Yes

**4A.6 Relationships and Connections**

Task	Priority	Achieved
Where appropriate, actively maintain relationship with community groups, organisations and agencies in respect to the value they would add to the Pukeiti experience	Ongoing	Yes
Implement the Heads of Agreement with the Pukeiti Rhododendron Trust	Ongoing	Yes
Grow the Pukeiti community in terms of volunteers to assist staff with gardening and visitor services	1	Yes
Continue to work collaboratively with other organisations to enable the establishment of a range of recreational activities in and around Pukeiti	Ongoing	Yes
Form alliances with local, regional, national and international tourist organisations, events managers, and facilitating agencies that will add value to the Pukeiti experience	Ongoing	Yes
Facilitate staff networking and learning by association and activities with appropriate groups, individuals, parks, gardens and institutions	Ongoing	Yes

## Part B. 2020 programme for 2021 - 2031

The following section (4B) prescribes the major programme for Pukeiti over the next ten year period, 2021-31, based on the goals and objectives of the Pukeiti Asset Management Plan 2012.

Priority 1 1 – 3 years

Priority 2 3 – 5 years

Priority 3 5 – 10 years

(# = could be implemented in partnership with Hollard Gardens, Tūpare and other regional garden partners)

### 4B.1 Collections

Task	Priority	Achieved
Implement the Plant Collection Plan 2021	ongoing	
Digital plant records will be kept up to date and used to manage the collection including the covered walkways and nursery	ongoing	
Provide suitably qualified or experienced staff to record, present, manage and disseminate the collections using horticulture best practice	ongoing	
Continue garden management and implementation according to the principles of the Pukeiti Asset Management Plan and the Pukeiti Collection Plan	ongoing	
Implement the National Rhododendron Collection Strategy in conjunction with the Pukeiti Rhododendron Trust and Massey University	1	

### 4B.2 Environment, Biodiversity and Heritage

Task	Priority	Achieved
Implement the Pukeiti Biodiversity Plan (TRC Environmental Services Project) to nurture and enhance the natural ecology of the property	ongoing	
Identify, verify and record archaeological sites to be protected and, if appropriate, made publicly accessible and interpreted	ongoing	
Continue to secure archival material as opportunities arise	ongoing	



**4B.3 Information and Education**

Task	Priority	Achieved
Implement the Pukeiti Experience Plan (internal document) including new and exciting interpretation in Zone 3	1-2	
Continue to undertake regular market research and visitor surveys to identify strategies to develop new audiences	ongoing	
Continue to maintain and enhance the various educational activities such as the Rainforest School, Treehouse trails, workshops etc.	ongoing	

**4B.4 Community and Use**

Task	Priority	Achieved
Promote local community support and engagement	ongoing	
Implement the Heads of Agreement with the Pukeiti Rhododendron Trust	ongoing	
Continue to grow Pukeiti as a hub and destination for a range of cultural and recreational activities - this includes visitor services as well as an events programme	1-2	
Continue to grow the hospitality experience to complement the garden and rainforest	1	

**4B.5 Physical access, facilities and services**

Task	Priority	Achieved
Consider and plan new complementary visitor experiences subject to demand	2	
Introduce new wayfinding and signage in zone 3 as developments are completed	1-2	
Maintain all public access to a high standard	ongoing	
Construct a second Family hut subject to demand	2	

#### 4B.6 Partnerships and Strategic Alliances

Task	Priority	Achieved
Where appropriate, actively maintain relationships with community groups, organisations and agencies in respect to the value they would derive from and add to the Pukeiti experience	ongoing	
Implement the Heads of agreement with the Pukeiti Rhododendron Trust	ongoing	
Grow the Pukeiti community in terms of volunteers to assist staff with gardening and visitor services	1	
Continue to work collaboratively with other organisations to enable the establishment of a range of recreational activities in and around Pukeiti	ongoing	
Form alliances with local, regional, national and international tourist organisations, events managers, and facilitating agencies that will add value to the Pukeiti experience	ongoing	
Facilitate staff networking and learning by association and activities with appropriate groups, individuals, parks, gardens and institutions	ongoing	
Continue to engage with key stakeholders with relevant plans and activities	ongoing	

## 4 Section Four: Asset Management Planning Detail

### 4.1 Summary

For 2021/2031 the Taranaki Regional Council will fund the:

- provision of three regional gardens (Pukeiti, Tūpare and Hollard Gardens) for free use by the regional community,
- encouragement of the increased use of the regional gardens by the community and visitors for recreational purposes and for specific events,
- maintenance of the regional gardens to the levels of service established in the asset management plans for the three properties,
- renewal of structures, access ways and facilities required for the provision of services,
- plant labelling programme in accordance with the collection management plan.

For each group of activities the Council is required to identify the assets or groups of assets required by the group of activities and identify, in relation to those assets or groups of assets, how the local authority will assess and manage the asset management implications of changes to:

- demand for, or consumption of, relevant services,
- service provision levels and standards,
- what additional asset capacity is estimated to be required,
- how the provision of additional asset capacity will be undertaken,
- the estimated costs of the provision of additional asset capacity,
- how the costs of the provision of additional asset capacity will be met,
- how the maintenance, renewal, and replacement of assets will be undertaken,
- how the costs of the maintenance, renewal, and replacement of assets will be met.

Some of this information is discussed in general within this plan with more extensive financial analysis provided in Councils LTP and Annual Plan.

### 4.2 Asset Management Plan Details

The following information has been developed from the office of the Auditor General's criteria for assessing conformity to "core" asset management planning criteria in accordance with the NZ Local Government Act in 2002. The aim of asset management is to maintain, upgrade, and operate physical assets cost-effectively and sustainably. The following information examines key areas of Pukeiti's assets and provides a template to manage them effectively to protect the values and policy of this plan.

#### 4.2.1 Asset description

The Council maintains sufficient operational assets to undertake its activities. The operational assets are maintained to sufficient service levels to enable staff to complete their duties efficiently and effectively. The maintenance and replacement of these assets is undertaken on a ten-year programme. All maintenance budgets are included in the operational expenses of the Council. New capital expenditure programmes and replacement capital expenditure programmes are also on a ten-year cycle and are included in the capital expenditure budgets.

All operational assets are depreciated over their useful life. Replacement and new operational assets are funded from retained earnings, being the accumulated depreciation on existing operational assets. Any significant increase in operational assets that could not be funded from

retained earnings would be funded by application of the Council's Revenue and Financing Policy (no such expenditure is planned or provided for in this Plan).

The Council has completed an extensive public process of developing and adopting detailed asset management plans for Tūpare, Hollard Gardens and Pukeiti.

Pukeiti is recognised as having a garden collection of international importance. The vision for the Pukeiti experience is: "encounter the mystery". Explore a wonderland of rhododendrons, rainforest and volcanoes. Take a short garden walk or a more challenging adventure and with either, sense another world and time. Feel the spiritual significance of Pukeiti to local tangata whenua and learn some of the language, knowledge and stories which are part of the land. Find out about pioneering Europeans, passionate plant-collectors and garden-makers. Gain horticultural skills and experience biodiversity in action. Discover the property whilst doing a fun activity or make use of the facilities for a private or community event. Share Pukeiti – a truly unique part of Taranaki's heritage.

The asset management plan seeks to focus and develop Pukeiti to realise the vision in a way that:

- preserves and enhances a unique international plant collection,
- communicates the stories of tangata whenua, the Founders and the gardens,
- promotes community engagement and support,
- provides a range of visitor facilities and services,
- grows recreational and education experiences through tailored events, programmes, functions and activities.

For further details refer to the Pukeiti Asset and Depreciation Schedule (2020) (Appendix II)

#### 4.2.2 Levels of service

The following levels of service and activities are proposed for the 2018/2028 LTP for Tūpare, Pukeiti and Hollard Gardens. They are developed at a high level and consideration needs to be given to the value gained from the provision of more specific service level for each property. They are consistent for all three gardens.

The primary levels of service for the three regional gardens are as follows:

**Goal:** Providing, maintaining and enhancing Hollard Gardens, Tūpare and Pukeiti as regionally significant recreational and heritage amenities.

**Measures:** Provision of free access to the three regionally significant gardens.

**Targets:** Hollard Gardens, Tūpare and Pukeiti are open to the public every day of the year with free access.

**Measures:** Maintenance and enhancement of three regionally significant gardens.

**Targets:** Tūpare, Pukeiti and Hollard Gardens maintained and enhanced in accordance with the provisions of the adopted asset management plans.

**Measures:** Level of use of Pukeiti, Tūpare and Hollard Gardens.

**Targets:** Increase the number of visitors to each property and the number of events at each property.

**Activities:** Plans for Years 2021/2022 to 2031/2032 unless otherwise noted.

Provide regional gardens (Tūpare, Pukeiti and Hollard Gardens) for free general use by the regional community. All gardens are open daily with no opening or closing times.

Encourage the increased use of the regional gardens by the community for recreational purposes and for specific events

Maintain the regional gardens to the levels of service established in the asset management plans for the three properties. Asset management plans reviewed and adopted every three years (2023/2024, 2026/2027 and 2029/2030).

#### 4.2.3 Managing growth

Growth of visitor numbers, and their related requirements and demands on infrastructure and services, are the impacts to be managed in the plan.

The current situation for Pukeiti is one of promoting and facilitating growth of visitor numbers and participation levels. For the next three years this will be led by the marketing plan and associated initiatives and should not impact on either the capacity of the current levels of service or the current financial provision for the gardens.

The next review in 2023/2024 should consider any changes in visitor numbers and asset utilization to determine future direction of assets in terms of use, divestment and acquisition.

#### 4.2.4 Asset risk management

Hollard Gardens, Pukeiti and Tūpare freely encourage and promote public access and use of these community assets. They are also valued assets of the Taranaki Regional Council and for many people may be the only interaction they have with the Council.

This situation inherently introduces risk to these environments that the Council needs to be aware of and manage appropriately.

Risk assessment identifies the risks and rates them according to impacts and probability. This assessment then provides guidance for planning and policy. The criteria for the assessment are provided in Appendix 1.

The following pages are an analysis of that risk.

Source of risk	Date reviewed	Date reviewed	Date reviewed	Risk description:  What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	Control effectiveness	Consequence	Likelihood	Risk level	Result of cost/benefit Y=accept N= reject	Timetable for implementation	Source of risk
Asset management	July 2014	July 2017	July 2020	Inadequate maintenance of mature trees	<ul style="list-style-type: none"><li>- Public and Staff Health &amp; safety</li><li>- Financial loss</li><li>- Poor council image</li><li>- Degradation of asset</li><li>- Loss of amenity value</li><li>- Maintenance programme improvement</li></ul>	<ul style="list-style-type: none"><li>- Curatorial management</li><li>- Staff and public observation</li><li>- Maintenance programme</li></ul>	Very Good	2	3	M	N/A							Asset management
Asset management	July 2014	July 2017	July 2020	Loss of assets through theft, wilful or accidental damage	<ul style="list-style-type: none"><li>- Operational capability loss</li><li>- Poor image</li><li>- Injury to members of public or staff</li><li>- Adverse media</li><li>- Loss of amenity value</li><li>- Loss of function</li><li>- Cost</li></ul>	<ul style="list-style-type: none"><li>- H &amp; S preventative measures</li><li>- Maintenance programme</li><li>- Site inspection</li><li>- Security measures</li><li>- Public education</li><li>- Community support</li><li>- Staff training</li><li>- Public awareness</li><li>- Security awareness</li></ul>	Very good	2	2	L	N/A							Asset management

Source of risk	Date reviewed	Date reviewed	Date reviewed	Risk description:  What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	Control effectiveness	Consequence	Likelihood	Risk level	Result of cost/benefit Y=accept N= reject	Timetable for implementation	Source of risk
Asset management	July 2014	July 2017	July 2020	Inadequate resources or funding	<ul style="list-style-type: none"> <li>- Asset management and development plans not achieved</li> <li>- Corporate goals not met</li> <li>- Poor council image</li> <li>- Degradation of asset</li> <li>- Loss of amenity value</li> </ul>	<ul style="list-style-type: none"> <li>- Management reporting</li> <li>- LTCCP</li> <li>- Annual Plan</li> <li>- Asset Management Plan reviews</li> <li>- Recruiting appropriately qualified staff</li> <li>- Improvements in Asset management planning</li> <li>- Future planning under LTCCP</li> </ul>	Good	3	2	M	N/A							Asset management

Source of risk	Date reviewed	Date reviewed	Date reviewed	Risk description:  What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	Control effectiveness	Consequence	Likelihood	Risk level	Result of cost/benefit Y=accept N= reject	Timetable for implementation	Source of risk
Asset management	July 2014	July 2017	July 2020	Inadequate asset data management, systems design and integration	<ul style="list-style-type: none"> <li>- Poor financial planning capability</li> <li>- Poor data quality and reporting</li> <li>- Insufficient information for decision making</li> <li>- Inadequate assessment and performance monitoring</li> <li>- Loss of amenity value</li> <li>- Loss of function</li> </ul>	<ul style="list-style-type: none"> <li>- Business plan</li> <li>- Management reporting</li> <li>- Management training</li> <li>- AMP improvement programme</li> <li>- Data management systems</li> <li>- Asset assessment programme</li> </ul>	Good	2	3	M	N/A							Asset management



Source of risk	Date reviewed	Date reviewed	Date reviewed	Risk description:  What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	Control effectiveness	Consequence	Likelihood	Risk level	Result of cost/benefit Y=accept N= reject	Timetable for implementation	Source of risk
Asset management	July 2014	July 2017	July 2020	Inadequate maintenance of heritage structures and buildings.	- Loss of historic value - Financial loss - Poor council image - Degradation of asset - Loss of amenity value - Injury/death to members of the public and staff - Legislative repercussions - Asset Management planning and systems - Maintenance programme improvement	- Curatorial management - Staff and public observation - Maintenance programme - Conservation programme - Values identified - Asset Management Plan - Heritage conservation maintenance - Historic research and rehabilitation - Recognition and understanding by staff of heritage values	Very Good	2	3	M	N/A							Asset management

Source of risk	Date reviewed	Date reviewed	Date reviewed	Risk description:  What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	Control effectiveness	Consequence	Likelihood	Risk level	Result of cost/benefit Y=accept N= reject	Timetable for implementation	Source of risk
Asset management	July 2014	July 2017	July 2020	Inadequate maintenance of other structures and buildings.	<ul style="list-style-type: none"> <li>- Injury/death to members of the public and staff</li> <li>- Poor council image</li> <li>- Legislative repercussions</li> <li>- Asset Management planning and systems</li> <li>- Maintenance programme improvement</li> <li>- Financial loss</li> <li>- Poor council image</li> <li>- Degradation of asset</li> <li>- Loss of amenity value</li> </ul>	<ul style="list-style-type: none"> <li>- Staff and public observation</li> <li>- Asset Management programme</li> <li>- Maintenance and inspection programme</li> <li>- Recognition and understanding by staff of value</li> </ul>	Very Good	5	1	H	N/A							Asset management

Source of risk	Date reviewed	Date reviewed	Date reviewed	Risk description:  What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	Control effectiveness	Consequence	Likelihood	Risk level	Result of cost/benefit Y=accept N= reject	Timetable for implementation	Source of risk
Asset management	July 2014	July 2017	July 2020	Inadequate communication and patronage with/from stakeholders.	- Poor public accountability - Poor council image - Adverse media - Loss of amenity value - Loss of community support - Loss of sponsorship relationships - Failure to meet community objectives - Loss of function	- LTCCP - Annual plan - AMP objectives - Skilled staff resource - Community support - Improved Marketing plan implementation - Public awareness - Market research - Publications and promotions - Establishment of Friends organisation - Staff recruitment, training and resourcing - Professional liaison and community involvement.	Good	3	2	M	N/A							Asset Management Plan, Plant Collection plan, Market research, Visitor numbers data, Community awareness, Annual plan submissions, Friends feedback.

#### 4.2.5 Financial forecasts

The following is an outline of the capital and capital renewals programme for Pukeiti.

##### Pukeiti capital and development programme 2021-2031

Capital Expenditure	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31
Plant/Equipment renewals	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$35,000	\$20,000	\$20,000	\$20,000	\$20,000
Art installation	\$15,000 <sup>1</sup>	\$10,000 <sup>1</sup>		\$15,000		\$5,000			\$10,000	
Zone 1										
Arrival and car parking			\$5,000		\$10,000			\$15,000		
Rainforest Centre upgrade	\$55,000 <sup>2</sup>	\$10,000				\$20,000		\$10,000		\$5,000
Walkway upgrade		\$25,000 <sup>3</sup>			\$15,000				\$15,000	
Interpretation	\$5,000 <sup>4</sup>			\$10,000			\$7,000		\$7,000	
Garden structures and features renewal	\$30,000 <sup>5</sup>									
Zone 2										
Staff service area	\$7,000 <sup>6</sup>	\$10,000 <sup>6</sup>	\$12,000 <sup>6</sup>	\$4,000		\$10,000			\$5,000	\$5,000

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Capital Expenditure	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31
Garden structures and features	\$5,000 <sup>8</sup>	\$5000 <sup>8</sup>	\$10,000 <sup>8</sup>		\$15,000			\$5,000		\$8,000
Adventure Trail		\$20,000 <sup>7</sup>								
Zone 3										
Interpretation / wayfinding	\$20,000 <sup>9</sup>	\$15,000 <sup>9</sup>			\$7,000			\$9,000		\$5,000
Family hut				\$280,000			\$8,000			\$5,000
Tramline TRC Kaitake	\$70,000 <sup>10</sup>		\$10,000				\$15,000		\$10,000	
New outer tracks & upgrades	\$350,000 <sup>11</sup>	\$400,000 <sup>12</sup>					\$30,000	\$10,000	\$20,000	\$10,000
Rainforest bridge nodes	\$80,000 <sup>13</sup>							\$40,000		
Patuha Bridge	\$180,000 <sup>14</sup>									
Kaitake Trail (opex)	\$1,500,000									
Totals	\$2,337,000	\$515,000	\$47,000	\$329,000	\$67,000	\$70,000	\$80,000	\$109,000	\$87,000	\$58,000

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1	Art installation, threshold work around the Ha sculpture
2	Rainforest Centre and power supply upgrade
3	Walkway upgrade – concrete path around Lawn
4	Rimu Room story panels – Predator-free, tangata whenua
5	Garden structures and features renewal – Mauri stone landscaping, Memory Walk structures
6	Upgrade structures and equipment in nursery area - over 3 years
7	Adventure Trail – children’s activity path from Keiller Garden
8	Garden structures and features, seating year 1&2
9	Complete heritage installation and rainforest story panels
10	Finish remaining works on tramline track and feeder routes
11	Kōhatu Track (Family mountain biking loop)
12	Adrenalin Track
13	Rainforest track work and complete Pukeiti Rainforest Bridge entrance nodes
14	Patuha Bridge – complete suspension bridge construction

#### 4.2.6 Lifecycle decision making

Pukeiti is in a transformational development stage. The primary focus is that we continue the momentum to build a cohesive suite of products and services that position the property as a compelling hub and destination that is of an international standard.

Over the next ten years the asset management plan identifies some key objectives supporting the growth in patronage and involvement from local, regional and tourist markets. Further objectives will come from the marketing plan.

The growth in visitors and the corresponding growth in demand for facilities and services will assist in determining any gaps between the current levels of service capability and the desired levels of service. These gaps can be identified, evaluated, prioritised and provided for in future asset management provision and planning.

When growth predictions are more determinable this will also enable more robust forward planning for asset renewal and provision.

#### 4.2.7 Planning assumptions and confidence levels

The Asset Management Plan is based on the following assumptions:

1. The Council will continue its current level of commitment to Tūpare, Pukeiti and Hollard Gardens,
2. Free public access will continue to be provided to Tūpare, Pukeiti and Hollard Gardens,
3. Following the development and upgrade programme all assets are estimated to be in good condition,
4. The current levels of service outlined in this plan are applicable,
5. The remaining life of assets has been estimated in line with past and current knowledge,
6. The confidence level of the asset data is reliable with data based on current and historic records and analysis which is documented but has some shortcomings that rely on unconfirmed information and some estimation,
7. All asset data is accurate as at 1 July 2020.

#### 4.2.8 Improvement programme

The following issues require further discussion and consideration for the improvement of the plan by the next review in 2023/2024.

1. This is a basic "Core" level Asset Management Plan and Council should determine whether further detailed advancement is appropriate,
2. Growth projections and demand patterns for activities should be further developed as visitor numbers increase and marketing and user strategies are implemented by the next review in 2023/2024,
3. The replacement costs for assets will be annually upgraded,
4. A programme for service level review should be determined and possible service options tested according to customer feedback and market research by 2023/2024,
5. If required by the TRC, further development of asset renewals programme development and asset condition analyses to be provided in 2023/2024.

#### 4.2.9 Planning process

The Asset Management Plan has been developed in accordance with Taranaki Regional Council policy and with the financial support of the Council Corporate Services Team. The basis of the financial planning review is the Office of the Auditor General's criteria for assessing conformity to "Core" and "Advanced" level of asset management (New Zealand).

#### 4.2.10 Commitment

The 2017 plan has been approved by the Council and is part of the current LTP. The 2020 review will be approved by the Council and implemented as part of annual and long term objectives for Council in the 2021/2031 LTP.





## Appendix I

### Risk Assessment Criteria



## Risk assessment criteria

### Risk likelihood

Category	Level	Definition
Almost certain	5	This event is expected to occur in most circumstances e.g. 90% chance
Likely	4	This event will probably occur in most circumstances e.g. 70% chance
Moderate	3	This event should occur at some time e.g. 50% chance
Unlikely	2	This event could occur at some time e.g. 25% chance
Rare	1	This event may occur only in exceptional circumstances .g. 10% chance

### Risk Consequence Rating

Factor	Catastrophic	Major	Moderate	Minor	Insignificant
Score	5	4	3	2	1
Financial	Loss =/> \$10 million	Loss \$1-\$10 million	Loss \$250K to \$1 million	Loss \$50K to \$250K	Loss <\$50K
Public & Staff health & safety	Loss of life	Injury with 3 months off work	Injury with 2 weeks off work	Injury with 1 day to 2 weeks off work	No time-off injury
Human Resource (staff turnover)	Permanent staff annual turnover exceeds 30%	Permanent staff annual turnover 20% to 30%	Permanent staff annual turnover 15% to 20%	Permanent staff annual turnover 10% to 20%	Permanent staff annual turnover 0% to 10%

Factor	Catastrophic	Major	Moderate	Minor	Insignificant
Legal claim cost	Council sued or fined for more than \$10 million.	Council sued or fined for \$1 to \$10 million.	Council sued or fined for \$250K to \$1 million	Council sued or fined for \$50K to \$250K	Council sued or fined for <\$50K
Political	National wide one-week adverse comment	National wide several days adverse comment	Regional wide several days adverse comment	Local one-week adverse comment	Local one-day adverse comment
Image - media	2 weeks multi-media national wide	Up to 2 weeks multi-media national wide	Several days multi-media national wide	2 days multi-media national wide	2 days multi-media regional wide
Operational (capability & service levels)	Serious loss of operational capability for 4 weeks and serious disruption to service levels.	Serious loss of operational capability for 2-3 weeks and major disruption to service levels.	Serious loss of operational capability for less than 2 weeks and disruption to service levels.	Serious loss of capability in some areas and disruption to service levels.	No loss of operational capability or negative disruption to service levels.

#### Risk matrix

Consequences	Insignificant-1	Minor-2	Moderate-3	Major-4	Catastrophic-5
Likelihood					
Almost certain-5	Medium	High	High	Extreme	Extreme
Likely-4	Medium	Medium	High	High	Extreme
Moderate-3	Low	Medium	High	High	High

Consequences	Insignificant-1	Minor-2	Moderate-3	Major-4	Catastrophic-5
Unlikely-2	Low	Low	Medium	Medium	High
Rare-1	Low	Low	Medium	Medium	High

#### Risk control effectiveness

Category	Score	Definition
Excellent	1	Controls are strong and operating properly, providing a high level of assurance that objectives will be achieved
Very Good	2	Controls are operating properly, providing a reasonable level of assurance that objectives are being achieved
Good	3	Controls operate, providing some assurance that objectives are being achieved
Unsatisfactory	4	Controls are weak and do not provide reasonable assurance that objectives will be achieved
Poor	5	There are little or no controls in evidence



## Appendix II

### Asset and Depreciation Schedule

### Asset and depreciation schedule

Depreciation is fully funded on a straight-line basis, which writes off the value of the assets over their expected remaining lives after allowing for residual values where applicable. The depreciation rates are as follows:

Buildings	5 to 50 yrs	2 to 20%
Motor vehicles	5 yrs	20%
Plant and equipment	2.5 to 25 yrs	4 to 40%
Office furniture and fittings	5 to 10 yrs	10 to 20%
Computer equipment	3 to 5 yrs	20% to 33%

The table below outlines the depreciation and renewal programme for Pukeiti's assets.



<b>Pukeiti Fixed Assets as at 19 May 2020</b>						<b>Document # 2503954</b>					
<b>Category</b>	<b>Asset #</b>	<b>Asset Description</b>	<b>Cost code</b>	<b>Purchase Date</b>	<b>Projected Yr of Replacement</b>	<b>Cost Price</b>	<b>Depreciation YTD</b>	<b>Depreciation LTD</b>	<b>19-May-20 Book Value</b>	<b>Dep Method</b>	<b>Dep Rate</b>
BLDG	964	Pukeiti Staff Facilities Building	30 07 02	30-Jun-15		339,950.03	6,374.00	40,849.00	299,101.03	FLAT	2.5
BLDG	963	Pukeiti Treehouses (4) (2014)	30 07 02	30-Jun-15		125,774.67	2,358.00	15,196.00	110,578.67	FLAT	2.5
BLDG	962	Pukeiti Track & Access Upgrade (2014)	30 07 02	30-Jun-15		239,302.30	17,948.00	115,662.00	123,640.30	FLAT	10
BLDG	784	Pukeiti Sewerage Upgrade	30 07 02	30-Jun-13		109,320.00	2,050.00	18,676.00	90,644.00	FLAT	2.5
BLDG	667	Pukeiti Upgrade	30 07 02	30-Jun-12		10,365.87	194.00	2,029.00	8,336.87	FLAT	2.5
BLDG	491	Water Wheel	30 07 02	01-Jul-10		12,600.00	236.00	3,071.00	9,529.00	FLAT	2.5
BLDG	489	Propogation Shed	30 07 02	01-Jul-10		18,000.00	338.00	4,388.00	13,612.00	FLAT	2.5
BLDG	488	Main Gates	30 07 02	01-Jul-10		3,800.00	71.00	926.00	2,874.00	FLAT	2.5
BLDG	487	Chemical Sheds	30 07 02	01-Jul-10		1,000.00	19.00	244.00	756.00	FLAT	2.5
BLDG	486	Shade House	30 07 02	01-Jul-10		9,400.00	176.00	2,291.00	7,109.00	FLAT	2.5
BLDG	485	Nursery Podocarp Shade House	30 07 02	01-Jul-10		9,400.00	176.00	2,291.00	7,109.00	FLAT	2.5
BLDG	484	Gazebo Shelter (Formerly x3)	30 07 02	01-Jul-10		3,135.00	59.00	762.20	2,372.80	FLAT	2.5
BLDG	483	Conservation Bridge	30 07 02	01-Jul-10		911.00	17.00	224.00	687.00	FLAT	2.5
BLDG	481	Lookout Gates	30 07 02	01-Jul-10		4,600.00	86.00	1,121.00	3,479.00	FLAT	2.5
BLDG	480	Lookout	30 07 02	01-Jul-10		74,400.00	1,395.00	18,135.00	56,265.00	FLAT	2.5
BLDG	478	Fuel Tanks	30 07 02	01-Jul-10		2,400.00	45.00	585.00	1,815.00	FLAT	2.5
BLDG	477	Water Tanks x 2	30 07 02	01-Jul-10		4,000.00	75.00	975.00	3,025.00	FLAT	2.5
BLDG	476	Te Whare Taonga - Carvings	30 07 02	01-Jul-10		8,400.00	158.00	2,048.00	6,352.00	FLAT	2.5
BLDG	473	Gatehouse	30 07 02	01-Jul-10		874,000.00	16,387.00	213,037.00	660,963.00	FLAT	2.5
BLDG	472	Swing Bridge	30 07 02	01-Jul-10		14,300.00	268.00	3,481.00	10,819.00	FLAT	2.5
BLDG	470	Quarantine House	30 07 02	01-Jul-10		16,400.00	308.00	3,998.00	12,402.00	FLAT	2.5
BLDG	469	Roading & Tracks	30 07 02	01-Jul-10		177,400.00	3,326.00	43,241.00	134,159.00	FLAT	2.5
BLDG	468	Potting Shed (Bublitz Education Facility)	30 07 02	01-Jul-10		5,900.00	111.00	1,434.00	4,466.00	FLAT	2.5
BLDG	467	Perrot Glass House (Bublitz Education Facility)	30 07 02	01-Jul-10		15,600.00	293.00	3,803.00	11,797.00	FLAT	2.5
BLDG	466	Signage	30 07 02	01-Jul-10		6,000.00	113.00	1,463.00	4,537.00	FLAT	2.5
BLDG	465	Implement Shed	30 07 02	01-Jul-10		7,800.00	146.00	1,901.00	5,899.00	FLAT	2.5
BLDG	463	Amenity Block	30 07 02	01-Jul-10		22,400.00	420.00	5,460.00	16,940.00	FLAT	2.5
BLDG	2984	Pukeiti Lodge Landscaping	30 07 02	30-Jun-19		41,645.96	781.00	868.00	40,777.96	FLAT	2.5
BLDG	2983	Pukeiti Lodge	30 07 02	30-Jun-19		1,221,755.46	22,908.00	25,453.00	1,196,302.46	FLAT	2.5
BLDG	2982	Pukeiti Rainforest Centre Area Landscaping	30 07 02	30-Jun-19		137,542.39	2,579.00	2,866.00	134,676.39	FLAT	2.5

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BLDG	2981	Pukeiti Meadow Shelter	30 07 02	30-Jun-19		5,783.30	108.00	120.00	5,663.30	FLAT	2.5
BLDG	2980	Pukeiti Zone 2 Garden Developments	30 07 02	30-Jun-19		84,559.37	1,586.00	1,762.00	82,797.37	FLAT	2.5
BLDG	2956	Pukeiti Lodge Lawn Development	30 07 02	30-Jun-19		32,874.16	616.00	684.00	32,190.16	FLAT	2.5
BLDG	2955	Founders Shelter Plaque Wall	30 07 02	30-Jun-19		7,817.80	147.00	163.00	7,654.80	FLAT	2.5
BLDG	2954	Pukeiti Staff Cook Block Development	30 07 02	30-Jun-19		44,239.37	830.00	922.00	43,317.37	FLAT	2.5
BLDG	2843	Pukeiti Rainforest Centre Extension & Upgrade	30 07 02	30-Jun-18		2,116,398.28	39,682.00	96,008.00	2,020,390.28	FLAT	2.5
BLDG	2837	Pukeiti Valley of the Giants Treehouse	30 07 02	30-Jun-18		32,472.62	609.00	1,489.00	30,983.62	FLAT	2.5
BLDG	2826	Pukeiti Covered Walkway Landscaping (2018)	30 07 02	30-Jun-18		50,806.13	953.00	2,329.00	48,477.13	FLAT	2.5
BLDG	2825	Pukeiti Pioneer Camp Landscaping	30 07 02	30-Jun-18		7,200.00	135.00	330.00	6,870.00	FLAT	2.5
BLDG	2692	Pukeiti Outer Track Upgrade	30 07 02	30-Jun-17		20,141.64	378.00	1,428.00	18,713.64	FLAT	2.5
BLDG	2688	Pukeiti Upgrade Ring Tracks	30 07 02	30-Jun-17		40,484.23	759.00	2,867.00	37,617.23	FLAT	2.5
BLDG	2687	Pukeiti Conservatory Hard Landscaping	30 07 02	30-Jun-17		7,776.60	146.00	550.00	7,226.60	FLAT	2.5
BLDG	2686	Pukeiti Staff Facilities Upgrade (2017)	30 07 02	30-Jun-17		29,906.75	561.00	1,927.00	27,979.75	FLAT	2.5
BLDG	2684	Pukeiti Gardens of Ideas	30 07 02	30-Jun-17		230,467.90	4,321.00	16,325.00	214,142.90	FLAT	2.5
BLDG	2682	Pukeiti Founders Garden & Shelter	30 07 02	30-Jun-17		38,153.17	715.00	2,320.00	35,833.17	FLAT	2.5
BLDG	2577	Pukeiti Covered Exhibition Areas (incl Conservatory)	30 07 02	30-May-16		1,383,159.03	25,935.00	135,160.00	1,247,999.03	FLAT	2.5
BLDG	2576	Pukeiti Arrival & Carparking Areas	30 07 02	30-May-16		922,658.80	17,300.00	68,805.00	853,853.80	FLAT	2.5
BLDG	2575	Pukeiti Rainwater Storage Tanks	30 07 02	30-May-16		18,544.01	348.00	1,817.00	16,727.01	FLAT	2.5
						<b>8,590,945.84</b>	<b>174,544.00</b>	<b>871,484.20</b>	<b>7,719,461.64</b>		
COMP	413	HP 3000 Pro SFF PC and Monitors x 3	30 07 02	26-Jul-10		2,968.47	0.00	2,968.47	0.00	FLAT	20
COMP	2741	HP Prodesk 600G3 x 2 (Pukeiti Display Kiosks)	30 07 02	23-Aug-17		2,309.30	346.00	1,231.00	1,078.30	FLAT	20
						<b>5,277.77</b>	<b>346.00</b>	<b>4,199.47</b>	<b>1,078.30</b>		
INTA	2750	FrontFace for Touch Kiosks	30 07 02	07-Aug-17		2,334.19	350.00	1,206.00	1,128.19	FLAT	20
						<b>2,334.19</b>	<b>350.00</b>	<b>1,206.00</b>	<b>1,128.19</b>		
LAND	493	Pukeiti Land	30 07 02	01-Jul-10		500,000.00	0.00	0.00	500,000.00	FLAT	0
						<b>500,000.00</b>	<b>0.00</b>	<b>0.00</b>	<b>500,000.00</b>		

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MV	913	2014 Suzuki Grand Vitara 5 Door HSW344 Vhl 480 Asset 913	30 07 02	06-Nov-14		0.00	2,294.15	31,144.15	0.00	FLAT	20
MV	886	Kawasaki Mule KAF600	30 07 02	31-Jul-14		17,460.00	0.00	17,460.00	0.00	FLAT	20
MV	825	Mach1 Yamaha	30 07 02	30-Nov-13		9,919.04	0.00	9,919.04	0.00	FLAT	20
MV	819	GTZ896 Vhl 456 Asset 819 2013 Toyota Rav 4	30 07 02	14-Nov-13		31,573.22	0.00	31,573.22	0.00	FLAT	20
MV	806	Mobility Shuttle Bus	30 07 02	14-Sep-13		21,734.78	0.00	21,734.78	0.00	FLAT	20
MV	499	Kia Trailer Vhl 399 Asset 499	30 07 02	01-Jul-10		743.00	0.00	743.00	0.00	FLAT	20
MV	497	Garden Utility Trailer Vhl 397 Asset 497	30 07 02	01-Jul-10		1,000.00	0.00	1,000.00	0.00	FLAT	20
MV	494	Kubota Tractor Vhl 394 Asset 494	30 07 02	01-Jul-10		1,458.00	0.00	1,458.00	0.00	FLAT	20
MV	460	Kubota STV40 Tractor plus Front end loader LA402ST	30 07 02	28-Feb-11		36,850.00	0.00	36,850.00	0.00	FLAT	20
MV	3005	Hyundai Kona SUV MHG911 VHL544	30 07 02	21-Aug-19		29,140.97	3,885.00	3,885.00	25,255.97	FLAT	20
MV	2800	2018 Toyota Hi Lux D/C canopy LHD483 Vhl 538	30 07 02	04-May-18		41,203.74	6,181.00	15,795.00	25,408.74	FLAT	20
						<b>191,082.75</b>	<b>12,360.15</b>	<b>171,562.19</b>	<b>50,664.71</b>		
PLT	923	Chest Freezers x 2	30 07 02	30-Dec-14		1,213.91	99.91	1,213.91	0.00	FLAT	20
PLT	833	CDax Spray Rider	30 07 02	06-Dec-13		910.80	0.00	910.80	0.00	FLAT	20
PLT	766	Motorola DP3400 Phone & Charger	30 07 02	15-May-13		1,050.00	0.00	1,050.00	0.00	FLAT	20
PLT	765	Motorola DP3400 Phone & Charger	30 07 02	15-May-13		1,050.00	0.00	1,050.00	0.00	FLAT	20
PLT	764	Top Handle Chainsaw	30 07 02	08-May-13		1,094.87	0.00	1,094.87	0.00	FLAT	20
PLT	763	Masport Lawnmower	30 07 02	08-May-13		1,212.26	0.00	1,212.26	0.00	FLAT	20
PLT	762	Husqvarna Pruning Saw 39c	30 07 02	08-May-13		1,173.13	0.00	1,173.13	0.00	FLAT	20
PLT	670	Pukeiti Upgrade	30 07 02	30-Jun-12		35,853.58	0.00	35,853.58	0.00	FLAT	20
PLT	646	ATOM Professional Lawn Edger	30 07 02	21-Mar-12		766.17	0.00	766.17	0.00	FLAT	20
PLT	631	Coffee Machine Nouva Sommenelli	30 07 02	10-Sep-11		918.26	0.00	918.26	0.00	FLAT	20
PLT	558	Outdoor Vacuum Cleaner Turbovac 770	30 07 02	09-Jun-11		2,040.00	0.00	2,040.00	0.00	FLAT	20
PLT	549	Water Filter	30 07 02	13-Jun-11		1,024.34	0.00	1,024.34	0.00	FLAT	20
PLT	518	Contact Grill	30 07 02	01-Jul-10		902.00	0.00	902.00	0.00	FLAT	20
PLT	516	Crockery & Cutlery	30 07 02	01-Jul-10		2,857.00	0.00	2,857.00	0.00	FLAT	20
PLT	515	Commerical Oven	30 07 02	01-Jul-10		1,696.00	0.00	1,696.00	0.00	FLAT	20
PLT	514	Forge Stockpot	30 07 02	01-Jul-10		727.00	0.00	727.00	0.00	FLAT	20
PLT	510	Deposit Safe	30 07 02	01-Jul-10		1,445.00	0.00	1,445.00	0.00	FLAT	20
PLT	509	Waterblaster	30 07 02	01-Jul-10		874.00	0.00	874.00	0.00	FLAT	20

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PLT	506	Fertiliser Spreader	30 07 02	01-Jul-10		960.00	0.00	960.00	0.00	FLAT	20
PLT	505	Hand Held Radios	30 07 02	01-Jul-10		683.00	0.00	683.00	0.00	FLAT	20
PLT	504	Dishwasher Starline	30 07 02	01-Jul-10		1,624.00	0.00	1,624.00	0.00	FLAT	20
PLT	433	Dehumidifiers x 3	30 07 02	21-Sep-10		1,997.34	0.00	1,997.34	0.00	FLAT	20
PLT	427	Hand Held Radio Units x 5	30 07 02	17-Aug-10		1,994.98	0.00	1,994.98	0.00	FLAT	20
PLT	415	RT Radio	30 07 02	31-Jul-10		1,531.40	0.00	1,531.40	0.00	FLAT	20
PLT	414	Industrial Ladder Plank	30 07 02	23-Aug-10		1,489.10	0.00	1,489.10	0.00	FLAT	20
PLT	308	Stihl Chainsaw MS 440	30 07 02	28-Apr-09		1,484.44	0.00	1,484.44	0.00	FLAT	20
PLT	2991	Pukeiti Lodge Drapes	30 07 02	30-Jun-19		12,081.00	1,812.00	2,013.00	10,068.00	FLAT	20
PLT	2990	Pukeiti Lodge Art Works	30 07 02	30-Jun-19		4,432.00	665.00	739.00	3,693.00	FLAT	20
PLT	2989	Pukeiti Lodge Satellite Dishes	30 07 02	30-Jun-19		2,091.56	314.00	349.00	1,742.56	FLAT	20
PLT	2988	Pukeiti Lodge Kitchen Appliances	30 07 02	30-Jun-19		745.86	112.00	124.00	621.86	FLAT	20
PLT	2987	Pukeiti Lodge Furniture Fit Out	30 07 02	30-Jun-19		108,087.36	16,213.00	18,014.00	90,073.36	FLAT	20
PLT	2986	Pukeiti Lodge Electronics Fit Out	30 07 02	30-Jun-19		8,858.50	1,329.00	1,477.00	7,381.50	FLAT	20
PLT	2985	Pukeiti Lodge Security System	30 07 02	30-Jun-19		1,599.95	240.00	267.00	1,332.95	FLAT	20
PLT	2979	Pukeiti Kokopu Sculptures x 2	30 07 02	30-Jun-19		1,400.00	210.00	233.00	1,167.00	FLAT	20
PLT	2978	Pukeiti Signage (2019)	30 07 02	30-Jun-19		28,506.16	4,276.00	4,751.00	23,755.16	FLAT	20
PLT	2974	Pukeiti Rainforest Centre Rhodo Artworks x 3	30 07 02	30-Jun-19		2,085.00	313.00	348.00	1,737.00	FLAT	20
PLT	2973	Pukeiti Rainforest Centre Signage	30 07 02	30-Jun-19		14,769.00	2,215.00	2,461.00	12,308.00	FLAT	20
PLT	2972	Pukeiti Waterwheel Water Lines & Filtration System	30 07 02	30-Jun-19		9,802.26	1,470.00	1,633.00	8,169.26	FLAT	20
PLT	2970	Pukeiti Eagle Moa Sculpture	30 07 02	30-Jun-19		48,759.22	7,314.00	8,127.00	40,632.22	FLAT	20
PLT	2963	Pukeiti Covered Walkway Pots	30 07 02	30-Jun-19		1,648.20	247.00	274.00	1,374.20	FLAT	20
PLT	2962	Rubbish/Recycling Bins	30 07 02	30-Jun-19		2,753.96	413.00	459.00	2,294.96	FLAT	20
PLT	2961	Supreme Baby Change Table	30 07 02	30-Jun-19		1,167.50	175.00	194.00	973.50	FLAT	20
PLT	2960	La San Marco Coffee Machine	30 07 02	30-Jun-19		4,347.83	652.00	724.00	3,623.83	FLAT	20
PLT	2959	Magimix FP5200 Food Processer	30 07 02	30-Jun-19		710.77	107.00	119.00	591.77	FLAT	20
PLT	2958	Starline Undercounter Glasswasher	30 07 02	30-Jun-19		3,496.35	524.00	582.00	2,914.35	FLAT	20
PLT	2957	Pukeiti Rainforest Centre Banners	30 07 02	30-Jun-19		1,576.98	237.00	263.00	1,313.98	FLAT	20
PLT	2953	Pukeiti redwood Staffroom Tables x 2	30 07 02	30-Jun-19		1,828.50	274.00	304.00	1,524.50	FLAT	20
PLT	2952	Pukeiti Compost Bins	30 07 02	30-Jun-19		8,793.37	1,319.00	1,466.00	7,327.37	FLAT	20
PLT	2947	Mobile Scaffolding Set	30 07 02	27-Jun-19		3,720.09	558.00	620.00	3,100.09	FLAT	20
PLT	2940	5 Radios Chargers & Powerpacks	30 07 02	11-Jun-19		5,023.30	753.00	837.00	4,186.30	FLAT	20
PLT	2934	Kubota GR2120 4WD Mower	30 07 02	15-Apr-19		16,895.00	2,534.00	3,379.00	13,516.00	FLAT	20
PLT	2903	KM94RC Petrol Combi Unit with edger & hedge trimmer - Pukeiti	30 07 02	06-Dec-18		1,360.00	204.00	363.00	997.00	FLAT	20
PLT	2902	Filter Coffee Machine	30 07 02	23-Nov-18		840.75	126.00	224.00	616.75	FLAT	20
PLT	2895	RB400 Petrol Water Blaster - Pukeiti	30 07 02	30-Oct-18		1,026.08	154.00	291.00	735.08	FLAT	20
PLT	2890	Ingenius Durafon Phone Long Range Cordless	30 07 02	07-Sep-18		1,495.00	224.00	423.00	1,072.00	FLAT	20
PLT	2887	F & P Chest Freezer (Cafe)	30 07 02	30-Nov-18		1,551.30	233.00	440.00	1,111.30	FLAT	20
PLT	2848	Pukeiti Rainforest Centre Commercial Microwave	30 07 02	30-Jun-18		2,048.73	307.00	751.00	1,297.73	FLAT	20

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PLT	2847	Pukeiti Rainforest Centre Chairs	30 07 02	30-Jun-18		16,909.50	2,536.00	6,200.00	10,709.50	FLAT	20
PLT	2846	Pukeiti Rainforest Centre Tables	30 07 02	30-Jun-18		34,223.00	5,133.00	12,548.00	21,675.00	FLAT	20
PLT	2845	Pukeiti Rainforest Centre Technology	30 07 02	30-Jun-18		61,257.34	9,189.00	22,462.00	38,795.34	FLAT	20
PLT	2844	Pukeiti Rainforest Centre Security System	30 07 02	30-Jun-18		14,588.84	2,188.00	5,349.00	9,239.84	FLAT	20
PLT	2836	Pukeiti Art (2018)	30 07 02	30-Jun-18		28,532.60	4,280.00	10,462.00	18,070.60	FLAT	20
PLT	2828	Pukeiti Scenic Route (2018)	30 07 02	30-Jun-18		18,536.36	2,780.00	6,796.00	11,740.36	FLAT	20
PLT	2824	Pukeiti Wayfinding (2018)	30 07 02	30-Jun-18		151,686.20	22,753.00	55,618.00	96,068.20	FLAT	20
PLT	2767	Bar Fridge Single Door 118L Matador	30 07 02	15-Dec-17		868.68	130.00	391.00	477.68	FLAT	20
PLT	2654	Full Board Compactor Plate	30 07 02	18-Jan-17		592.63	89.00	386.00	206.63	FLAT	20
PLT	2651	Husqvarna 525RJD Line Trimmer	30 07 02	22-Dec-16		611.40	92.00	407.00	204.40	FLAT	20
PLT	2613	Husqvarnz Lawnmower Hover 21	30 07 02	09-Sep-16		1,129.14	169.00	809.00	320.14	FLAT	20
PLT	2606	Hansa C30 Brush Chipper	30 07 02	24-Aug-16		33,700.00	5,055.00	24,713.00	8,987.00	FLAT	20
PLT	2539	Raiser sides and cover for trailer	30 07 02	28-Jul-15		1,304.15	196.00	1,088.00	216.15	FLAT	20
						<b>736,014.00</b>	<b>100,213.91</b>	<b>268,050.58</b>	<b>467,963.42</b>		
		<b>TOTAL FIXED ASSETS (EXCLUDING WIP) AS AT 19 May 2020</b>				<b>10,025,654.55</b>	<b>287,814.06</b>	<b>1,316,502.44</b>	<b>8,740,296.26</b>		



## Appendix III

### Pukeiti Plant Collection Plan 2020





## Pukeiti Plant Collection Plan 2021

### Introduction

The defining essence and future of Pukeiti lies with its rhododendron collections and the regenerating rainforest. The garden was established in this sympathetic and unique environment in order to grow rhododendrons and this aim has determined Pukeiti's development.

Pukeiti is nationally and internationally recognised for its quality range of rhododendron species and hybrid collections.

Pukeiti has to continually protect, enhance and develop the rhododendron collection. The purpose of this collection plan is to enable this to happen.

The collection plan outlines policy for the practical collection management of the rhododendrons and other valued complementary plants of the gardens. The plan focuses on management of the collections as well as the plant husbandry.

It defines objectives and the scope of the collections. It also helps determine how the collection is managed and records maintained.

In practical terms this happens through the Garden Forum which is made up of TRC and PRT and others that may be seconded by TRC. This group meets bimonthly and is charged with ensuring that The Plant Collection Plan is being adhered to and that all developments are consistent with it.

The Plant Collection Plan is a practical and dynamic document and as such, should be reviewed on a 3 yearly basis to ensure Pukeiti's collection objectives are still appropriate and that the policy provided achieves its purpose.

### The Pukeiti Collection

Pukeiti is an international rhododendron collection in a regenerating rainforest setting. This is a unique strength combining the environment it nestles in with the skills and passion of those that created it and those that now carry on its vision.

### Collection objectives

1. To maintain, conserve and protect the living plant collection as envisaged by the founders of the garden,
2. To provide a comprehensive collection of temperate zone rhododendrons and sub-tropical vireyas and complementary exotic and native plants that are suited to The Garden (Zone 1) and The Rhododendron Collection (Zone 2),
3. To disseminate rhododendrons and associated plants, that may be marginal in the Pukeiti environment, to other gardens and institutions for their conservation,
4. To continue to collect appropriate rhododendron species, particularly those that thrive in the Pukeiti environment and contribute to species conservation globally, and hybrids, with special consideration given to heritage hybrids that are vulnerable in cultivation,
5. To interpret The Rhododendron Collection in a manner which reinvigorates the genus rhododendron for domestic and institutional use,
6. To educate the public on native flora and fauna, biodiversity and regeneration.
7. To support the Pukeiti Rhododendron Trust with its ex situ collection strategy.

### Collection descriptions

'The Garden' displays the icons of The Rhododendron Collection in the area of The Rainforest Centre, Lodge and lawn environs. These icons are complemented with seasonal and botanical interest.

The 'Rhododendron Collection' occupies approximately 25 hectares adjacent to 'The Garden', with the exception of the Vireyas which are found in the covered walkway. 'The Rhododendron Collection' has a total of 1370 different rhododendrons (a mix of species, subspecies, varieties, hybrids, cultivars and forms). This is an increase of 93 over the last three years. This is mainly due to the collaborative project between the Council, Massey University and the Pukeiti Rhododendron Trust, whose joint project focuses on rhododendron conservation. There is an emphasis on species within the Arborea, Grandia, Falconera, and Maddenia subsections as well as Vireyas and other sections from mainly wild-collected sources. Rhododendron hybrids are also represented where they prove appropriate to the environment and provide proven floral displays, with special consideration given to those which have heritage value.

Pukeiti also holds representatives of the wider rhododendron family, Ericaceae, throughout 'The Garden' and 'The Rhododendron Collection'.

The Pukeiti Collection includes many rhododendron species which are threatened in the wild. These include:	
species	status
alborugosum	endangered
arboreum	endangered
fletcherianum	endangered
griersonianum	critically endangered
hemsleyanum	critically endangered
kanehirae	extinct in the wild
macabeum	endangered
mallotum	endangered
subansiriense	critically endangered
taxifolium	critically endangered

Pukeiti has been involved in the breeding and/or selection of many rhododendrons, some of which are now well known in the market. These include:
"Beverley McConnell"
"Charisma"
"Coconut Ice"
"Frosted Ice"
"Gilded Sunrise"
"Ina Hair"
"Java Light"
"Lemon Lodge"
"Pukeiti"
"Simbu Sunset"
"Spiced Honey"
"White Waves"

Pukeiti is currently in the process of registering three new Rhododendron hybrids: Rhododendron 'Gordon Collier', 'Mount Taranaki' and 'Rosy Comet'.

### Garden collection character

Pukeiti has traditionally been a collection of rhododendrons set amongst a rainforest environment. The vision of the founders was to grow a comprehensive range of rhododendrons. A number of key people contributed to the layout and plantings of the cultivated areas, for example, John William (Jack) Goodwin (Honorary Curator) was instrumental in defining the open spaces and the main circulation routes.

The property is now divided into zones which define levels of cultivation and focus.

### Zone 1 – The Garden

This is cultivated to the highest level. It showcases an exquisite and iconic range of rhododendrons from the collection with complementary plantings of seasonal and botanical interest including the Ericaceae family and others. It is intensively planted, has a sense of arrival and intimacy, and there are links between the elements of the zone (such as hard landscaping and built structures). The character of the covered walks focuses particularly on the vireya rhododendron collection with complementary allied plantings of a warm temperate / subtropical theme.

Overall Zone 1 will have year round appeal and be attractive to a broad range of people.

### Zone 2 – The Rhododendron Collection

This is primarily displaying a wide range of rhododendron species and hybrids in their specific areas. As this is a botanical collection, care is to be taken in the positioning and management of the plants so they can be displayed to greatest effect. Care is taken with any additional plantings other than rhododendrons. Zone 2

is focused on the genus rhododendron and the goal is that the plantings are dominated by rhododendrons. It is the role of the Plant Collection Forum to consider any deviation from this.

### Policy recommendations

#### Zone 1 – The Garden

1. The Plant Collection Forum will meet bimonthly,
2. To showcase exquisite and iconic rhododendrons, and a range of other plants from the ericaceae family, growing in The Rhododendron Collection,
3. To build complementary plant compositions around these icons; considering texture, form and colour,
4. To maintain spatial integrity of the zone in order to link the built structures with the cultivated plantings and the wider landscape,
5. The Garden is restricted to the car-park, Rainforest Centre and Lodge environs, lawn borders, including The Founders Garden, the waterwheel, covered areas and the Misty Knoll,
6. All wayfinding and interpretation material reflects the branding and is consistent.

#### Zone 2 – The Rhododendron Collection

1. The Plant Collection Forum will meet bi-monthly,
2. Existing rhododendron specimens and their allies are managed to best effect in order that they are healthy and vibrant,
3. New specimens are placed with consideration to their growth rate, habit and form as well as an awareness of the viewer and surrounding plantings,
4. The grass paths, where appropriate, are maintained in their current form,
5. The bush margins are maintained in a natural fashion and do not inhibit the collection specimens,
6. All archaeological sites are protected and if appropriate, identified to the public,
7. All way-finding and interpretation material reflects the branding and is consistent.

### Collection management and development

#### Zone 1 The Garden and Zone 2 The Rhododendron Collection

Pukeiti will maintain the vision of the founders and remain a key global rhododendron collection uniquely set in a regenerating rainforest. It will be well presented with excellent interpretation, both direct and indirect, and user-friendly way-finding.

#### Accessions

Whilst Pukeiti is well-established, as with any botanical collection, it is necessary to keep the plant repository vital and up to date. This requires the addition of new plants, both as replacements, and as new additions to the gardens.

The collection focuses primarily on rhododendron species and hybrids for conservation and aesthetic value.

Any addition to the collection has to be proven in terms of its suitability for the Pukeiti environment.

Opportunities exist to work more closely with Tūpare and Hollard Gardens and other institutions, and disseminate plants from Pukeiti, to other gardens where they may grow better.

### Policy recommendations

1. Accession records are consistent with international plant database conventions,
2. New rhododendron species and hybrids that suit Pukeiti are trialled,
3. Plant selection from seedlings and mutations raised at Pukeiti will continue to be trialled, and if suitable added to the collection,
4. Additions to The Rhododendron Collection will focus on action steps recommended in the Pukeiti Plant Collection Strategy Report 2014 (Internal Doc# 1325517),
5. All additions to the collection will undergo a field trial of up to 10 years to assess their suitability to the environment (this will be monitored through the plant database),
6. All new plant additions will be assessed for their potential as a weed pest and removed from the collection immediately if weediness is identified,
7. Exotic or native trees, shrubs and herbaceous plants may be added to the collection when proven in terms of suitability to the environment as well as aesthetic value.
8. A formal link with Tūpare and Hollard Gardens is maintained as the Taranaki regional network for plant dissemination.
9. Climate change and likely future conditions are taken into account with all new plant purchases.

#### Deaccessions

With any botanical plant collection there will always be a need to remove plants because they are unsuitable for the environment. Therefore plants will be removed from the collections and this process will be managed to protect the collection integrity.

#### Policy recommendations

1. Plants may be removed from the collection under the following criteria:
  - There are other plants of the same species,
  - The plants have no collection significance,
  - Changes in the collection policy,
  - Severe physical or physiological damage,
  - The plant is diseased beyond recovery and/or a risk to other plants,
  - The plant is proving to be weed,
  - The plant is not performing (see dissemination),
  - Is listed in the Plant Pest Accord,
  - The plant is adversely affecting built structures, causing other damage or shading
  - The plant is sustaining continual damage or disease which is likely to get worse with climate change.
2. If it is a valuable plant, it will be propagated and disseminated to more suitable sites,
3. It is worthwhile noting that, although the process of removing a plant from the collection is known as deaccessioning, the plant is never removed from the database. The record remains with its fate noted.

#### Collection conservation

Conserving the integrity of the plant collection involves all aspects of garden management and plant husbandry. For Pukeiti this relates to protecting the vision of the founders and the botanical collection found today. This can be achieved through good practices including planning, management of accurate plant records (using IrisBG), propagation and dissemination.

### Plant propagation and breeding

The purpose of Pukeiti's propagation programme is to sustain the botanical collection as a focus for ex-situ conservation. This is done by ensuring the original provenances are represented and sustained. Imported seed material is also grown in order to add to the conservation value of the botanical collection. Seed is imported from the American Rhododendron Association, The Royal Horticultural Society and The Magnolia, Camellia and Rhododendron Group plus others.

### Policy recommendations

1. Propagation is done to ensure the conservation of valuable original provenances,
2. Propagation is only undertaken for plant material not readily available in the domestic nursery industry,
3. The importation of seed that provides new plants for the collection will continue,
4. Consideration of the breeding of the large leaf and vireya rhododendrons will be undertaken.

### Dissemination

As with any good botanical institution, Pukeiti always encourages plant exchanges and dissemination with others.

This protects the plant from being lost in the private or public garden situation and enables the best growing environment to be found that can sustain it in the future.

### Policy recommendations:

1. For all plant material that is introduced into NZ by Pukeiti, at least two other growers / institutions will be provided with some of this plant material to grow on at their sites,
2. Any plant that is of collection value and is not performing in the Pukeiti environment as expected will wherever possible be transferred to another suitable grower / institution - such as Hollard Gardens - to grow on,
3. If appropriate to the collection policy, Pukeiti will be a recipient of disseminated plant material from other sources,
4. Growers and/or institutions that are provided with plant material must have the environment, facilities, knowledge and capabilities to successfully grow it,
5. Pukeiti (TRC) reserves the right to commercially benefit from the plant material it develops,
6. Only authorised persons may collect plant material.

### Plant replacement programme

The plant replacement programme for Pukeiti is required to assist in maintaining the botanical collection integrity.

The planning involves revitalisation as some plants may live a long time but perform best over a shorter period.

### Policy recommendations

1. Relevant collection plants are included in a replacement programme that identifies propagation and replanting timetables,
2. Any valuable plants which are in decline will, where possible, be sustained in the collection until viable propagation material can be collected.

## Collections records management

Historically and botanically, it is important to have accurate records of Pukeiti's garden collections. Many of the plants are unique to Pukeiti and it is necessary to capture and manage information on them. It is vital to the on-going management of the garden and is an important tool for public interpretation of this international resource.

Pukeiti has adopted the IrisBG plant collection database. All information is recorded using the database for botanical collection management enabling future benefit for education and institutional partnerships. This collection information is now available to the public via The Plant Hunter's Station website.

## Database

The Taranaki Regional Council and the New Plymouth District Council have purchased the IrisBG plant database for Hollard Gardens, Tūpare, Pukeiti and Pukekura Park..

Accession records are up to date and include location, plant husbandry, history, forward planning and all information known in order to give a comprehensive platform for on-going management and where relevant, public interpretation. A routine will be maintained in which new accessions and deaccessions are logged immediately along with any relevant information. The database includes the capability to provide public information over the internet and this is now available via the Plant Hunter's Station online and within the Rainforest Centre.

## Policy recommendations

1. The IrisBG database is used to maintain accurate digital records of all key garden collection plants within the gardens,
2. As soon as a plant propagule is deemed viable it is accorded an accession number and added to the plant database,
3. Provide husbandry information or gardeners' notes where possible for public and management purposes,
4. Records are updated regularly.

## Collection information management

Accessibility to the Pukeiti collection information is essential to the visitor (virtual or physical) experience. The information should be managed to fulfil the varying levels of need from the public and garden management. There is no one solution that will suit all purposes and a variety of media and communications need to be provided where possible.

### Public access to collection information

Public access to information is critical to grow their interest and understanding and to increase the educational value offered by Pukeiti. It is useful for the public to have access to the digital plant database information both on-site and off-site and this is achieved via the Plant Hunter's Station website. Collection information is provided using a simple search function with categories and supporting information including:

1. Botanical name
2. Common name
3. Family
4. Country of collection
5. Location in garden
6. Husbandry notes
7. History

#### 8. How the public may source examples

Onsite, garden visitors have access to the website via a computer terminal in the Rimu Room of the Rainforest Centre or on their own device using the free wi-fi provided.

Offsite, the Pukeiti Plant Hunter's Station website and social media provide the most significant connections to the garden for the Taranaki community and beyond. It is anticipated that virtual visitor numbers will translate to actual, physical visitors to the gardens.

The majority of visitors to the gardens are more interested in what they see and experience rather than detailed collection information. Means such as interpretative signage and printed materials are sensitively provided to meet the needs of those interested in the collection..

Printed material useable on site could be provided to feature activities such as theme walks, specific collections, seasonal feature walks, scavenger hunts, discovery walks, and nature walks. Interpretative signage is provided that tells the stories of Pukeiti and the garden collection, specific specimen information on use / history, and to feature any rare and unusual plants.

#### Policy recommendations

1. Collection information is provided both onsite and offsite to promote public interest and understanding of Pukeiti,
2. Onsite information includes, but is not limited to, interpretative and plant name signage, printed information, and computer access to the plant database,
3. Offsite information shall include but not be limited to: Pukeiti website (plant database and other generic information), Taranaki Regional Council website, brochures and other publications,

#### Plant labelling

Plant labelling is an essential part of promoting interest and engaging the visitor. There are four types of plant labels, accession tags, basic display signs, larger signature plant signs and the larger still, iconic plant signs.

All naming of plants and display of their names is in line with international botanical standards of plant nomenclature.

#### Collection accession tags

This is the labelling or tagging for collection management purposes. These are unobtrusive accession tags required for reference only (not generally for public information although if suitable could provide both). These labels are embossed aluminium as this has proven durable. These tags are tied to the plant itself and require a botanical name and accession number.

#### Basic display signs

These are made of powder coated stainless steel, which is durable in the Pukeiti environment. They are dark green (hawthorne green) and very similar in size, shape and colour to the Pukeiti plant labels from the 1960s. They are styled with Pukeiti branding and character, easily maintained, cost effective and positioned so the visitor can easily see them. They are pegged in the ground or, only where appropriate, attached to the tree. There are approximately 200 of these throughout Zone 2.

#### Signature plant signs

These have an attractive timber surround, are styled with Pukeiti branding and character and are approximately 440 x 300mm. These have the common name in te reo Maori if it's a native plant, as well as in English, the botanical name and some interesting information about the plant. There are 17 of these signs, all located throughout Zone 2.

### Iconic plant signs

These also have an attractive timber surround, are styled with Pukeiti branding and character and they're approximately 600 x 440mm. They tell the story of the specimen and its relationship to Pukeiti. There are four plants with these signs, all within Zone 2, a rimu, the giant rata, Rhododendron protistum 'Pukeiti' and Rhododendron 'Lemon Lodge'.

### Policy recommendations

1. All garden plants listed in the database are labelled with accession tags,
2. Key garden collection plants, tree specimens and special plants of display interest are individually labelled,
3. Interpretative signage will be provided for plantings that are of primary display value, with themes of visitor interest and education,
4. All public plant labels are consistent with Pukeiti's branding and character.

### Ex-situ conservation project

The Council is in a formal partnership with the Pukeiti Rhododendron Trust to fulfil a programme of activities and tasks involved in the National Rhododendron Collection Strategy with the support of Massey University.

### Policy recommendations

1. Network with a range of individuals groups and institutions associated with growing rhododendrons.
2. Collect and grow a range of targeted species and hybrids to either grow on at Pukeiti or disseminate to other suitable sites.
3. To publicize the activities of the project through a range of forums.

### Glossary of botanical terms

**Accessions** additions of plants to the plant collections

**Cultivars** distinct and selected forms of the species maintained only through vegetative propagation

**Deaccessions** removal of plants from the plant collections

**Dissemination** distribution/sharing of plant material to other gardens

**Genera** a cluster of plants with common characteristics that are easily recognized (typically flower structure)

**Hybrids** plants bred from two or more species or varieties

**Nomenclature** botanical classification for naming of organisms

**Provenance** the origin / source of the plants (botanical and/or historical)

**Species** naturally occurring forms of the genera

**Taxa** for the purposes of this report taxa encompasses all members of the plant kingdom.

**Varieties** naturally occurring forms of the species





## Appendix IV

### TRC Gardens Climate Change Charter



## TRC Gardens Climate Change Charter

Climate change is the biggest environmental challenge of our time. It is already affecting our climate, agriculture, native ecosystems, infrastructure, health and biosecurity. If left unchecked it will have broad social and economic impacts. We cannot afford to ignore what is happening in New Zealand and globally.

At the Regional Gardens we have been changing how we manage the respective gardens primarily because of changing weather patterns but also because of the increase concerns about wider plant conservation and the increasing awareness of our regional community.

In terms of our responsibility as botanical curators the Council has joined the 'Climate Change Alliance of Botanic Gardens Charter'.

## Climate Change Alliance of Botanic Gardens Charter

In December 2018, Royal Botanic Gardens Victoria hosted the inaugural Botanic Gardens Climate Change Summit.

Ten botanical organisations from around the world, as well as three peak botanic gardens bodies – Botanic Gardens Conservation International, the International Association of Botanic Gardens and Botanic Gardens Australia and New Zealand – attended the summit. There were representatives from Argentina, China, Spain, United Kingdom, Israel, USA, South Africa and Australia.

The outcome of the summit was the formation of the Climate Change Alliance of Botanic Gardens. The Alliance aims to use global collaboration to tackle the climate change threats facing plant species.

The co-creators of this Alliance signed a declaration to safeguard life by protecting landscapes. They agreed that **the time for action is now**.

In the next 50 years, 20–50% of current plant species in botanic gardens and urban landscapes will likely confront temperatures those species have never experienced before.

Dr Dave Kendal, Senior Lecturer in Environmental Management, University of Tasmania

### Purpose of the Alliance

To grow and sustain a global movement of botanic organisations that take action to protect and enable adaptation of botanical landscapes in a changing climate.

### Principles and Values

Our principles are adopted from *Living Systems* that are interconnected with the landscapes and plant communities for which we are stewards.

- Self-organisation around a shared purpose
- Recruit for and celebrate diversity
- Maintain momentum and energy flows
- Nurture relationships
- Plan for resilience and adaptability

### Objectives

- Safeguard and steward resilient botanic gardens for the benefit of people and the planet
- Share knowledge and expertise to assist botanic organisations and governing bodies to make informed decisions about climate change adaptation
- Provide a credible and authoritative voice in the world's response to climate change with respect to botanic gardens and plants

- Engage our communities in how climate change is impacting our collections and landscapes, and empower them to act in their own garden
- Provide professional development opportunities in botanic garden and landscape management in response to climate change.

## Taranaki Regional Council Gardens response to climate change

At Pukeiti, Tūpare and Hollard Gardens we are taking climate change seriously, both in terms of adapting to the changing climate and taking all practical steps to minimise our impact. The Taranaki Regional Council Gardens are part of the above Climate Change Alliance of Botanic Gardens.

### Goal

A quality garden and rainforest experience

### Objective

To maintain Pukeiti, Tūpare and Hollard Gardens as quality garden and rainforest experiences while minimising the carbon footprint and adapting to climate change

### Principles

#### Awareness

- Understanding changing weather patterns
- Understanding the concerns of the community
- Understanding the need for change

#### Good stewardship

- Changing the plants we grow
- Applying horticulture best practice to a range of activities including soil management
- Building a robust infrastructure
- Ensuring a secure water supply

#### Adaptable and open to learn

- Networking with other botanic gardens
- Learning from observation
- Adapting to continually present a relevant and vibrant garden experience
- Changing how we work to reduce our carbon footprint

### Objective

To inspire others to minimise their own garden carbon footprint and adapt to climate change

### Principles

#### Sharing what we're doing with our community through

- public events programme
- casual interactions and conversations
- onsite interpretation
- leading by example

### Sharing what we're doing through our schools programme

- continue to adapt our education programme

### Objective

- To protect our plant collection from the effects of climate change

### Principles

- climate change is taken into account with all new plantings and plant purchases
- achieve and maintain pest eradication
- maintain active involvement in endangered native and exotic plant conservation

### Objective

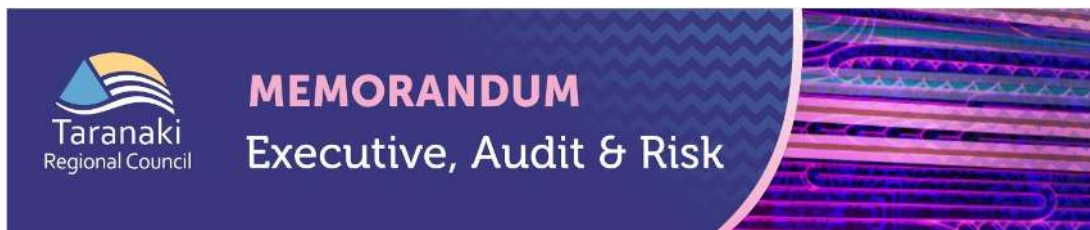
To protect infrastructure from the effects of climate change and keep our environmental footprint to a minimum

### Principles

- Continue to use strategies to minimise water use and waste generation
- Ensure services continue to be reliable and efficient whilst reducing the operational carbon footprint
- Plan for resilience and adaptability
- Ensure we maintain good water supply security
- Ensure robust infrastructure to withstand severe weather

### References

[https://www.rbq.vic.gov.au/documents/Climate\\_Change\\_Alliance\\_of\\_Botanic\\_Gardens\\_Charter\\_web.pdf](https://www.rbq.vic.gov.au/documents/Climate_Change_Alliance_of_Botanic_Gardens_Charter_web.pdf)



**Date** 19 October 2020

**Subject:** **Asset Management Plans for the Lower Waiwhakaiho Flood Control Scheme, Lower Waitara River Control Flood Scheme, Ōkato Scheme and Ōpunake Flood Control Scheme**

**Approved by:** D Harrison, Director - Operations  
S J Ruru, Chief Executive

**Document:** 2601034

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### **Purpose**

1. The purpose of this memorandum is to advise that the updated asset management plans have been prepared for the Lower Waiwhakaiho Flood Control Scheme (Waiwhakaiho Scheme), the Lower Waitara River Flood Control Scheme (Waitara Scheme) the Ōkato Scheme and a new asset management plan has been developed for the Ōpunake Flood Control Scheme and to explain the purpose and content of these plans.

### **Executive summary**

2. The original asset management plans for the Waitara and Waiwhakaiho Schemes were prepared in 2008 specifically as building blocks for the 2009/2019 Long-term Council Community Plan and focused largely on the financial management of the schemes.
3. To coincide with the scheme upgrade programmes, scheme management plans were subsequently developed in 2012 with an operational perspective for the Waiwhakaiho and Waitara Schemes and were presented to the Council on 18 June 2012.
4. The financial and operational plans were combined and updated in 2015 to:
  - Bring together the financial and operational perspectives
  - To take into consideration the upgraded Waiwhakaiho Scheme
  - Include matters required by the recent amendments to the Local Government Act 2002, section 101b - Infrastructure Strategy
5. A new asset management plan was developed in 2015 for the Ōkato Scheme. In 2020 a new asset management plan was developed for the Ōpunake Flood Control Scheme.
6. As upgrade works on the Waitara Scheme were completed in 2016, the Waitara Asset Management Plan has now been amended to ensure that the Plan reflects changes to the

assets, and that the Scheme assets are well managed to provide the agreed standard of protection to the Waitara community.

7. The asset management plans will be formally reviewed every three years to tie into the LTP timelines but will also be updated as required to recognise additions and changes to the scheme assets and new performance modelling tools currently under development. This memorandum presents the latest edition of each asset management plan, reviewed and updated in 2020.

## Recommendations

That the Taranaki Regional Council:

- a) receives and adopts the updated asset management plans for Lower Waiwhakaiho Flood Control Scheme, the Lower Waitara Flood Control Scheme and the Ōkato Scheme and the new asset management plan for the Ōpunake Flood Control Scheme
- b) notes that these schemes take in to account Section 101B - Infrastructure Strategy of the *Local Government Act 2002*
- c) notes that these plans will be amended as required to recognise other changes to the scheme assets and management processes.

## Discussion

8. The asset management plans:
  - provide important background information to aid the understanding and management of the schemes;
  - describe and detail the assets, their design standards and current values
  - set out the works and resources required to ensure that they continue to provide the design level of service
  - set out the accounting and financial policies relevant to the schemes and how the scheme activities are funded
  - detail maintenance and monitoring expenditure requirements which feed into the annual budget process
  - set out the infrastructure strategy pertaining to each scheme
  - set out the performance monitoring and regular inspection processes.
9. The infrastructure strategy, included in the plan following the amendment to the Local Government Act:
  - details the potential for changes to the scheme arising from changes to the assets being protected
  - details the renewal and replacement requirements and their funding sources
  - sets out the risks to the scheme arising from natural disasters and the funding sources required to maintain the schemes performance standards
  - sets out the funding required over the next 30 years.
10. Copies of the plans are attached to this memorandum.
11. The following table sets out the key scheme parameters



Scheme	Protection standard	Asset value 30/6/20	Average annual maintenance projections
Lower Waitara	1% AEP	\$9,290,630	\$46,000
Lower Waiwhakaiho	1% AEP	\$3,541,750	\$79,000
Ōkato	None specified	\$431,420	\$16,000
Ōpunake	1% AEP	\$450,680	\$2,900

12. Key changes to the asset management plans since 2017 include:

- The Opunake Flood Control Scheme asset management plan is an entirely new document.
- An update to the maintenance expenditure for each of the other schemes is the only material difference in those plans.
- The maintenance expenditure for the Waitara and Okato plans has increased with inflation to reflect the increased maintenance costs to provide the same level of service.
- The Waiwhakaiho expenditure has increased by \$30k per annum to provide for a new flood warning system that we expect to implement within the next 12-months.

### Decision-making considerations

13. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

### Financial considerations—LTP/Annual Plan

14. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

### Policy considerations

15. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991*, the *Biosecurity Act 1993* and the *Local Government Official Information and Meetings Act 1987*.

### Iwi considerations

16. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-

term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

### **Legal considerations**

17. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

### **Appendices/Attachments**

Document 1939592: Lower Waitara River Flood Control Scheme Asset Management Plan

Document 1931168: Lower Waiwhakaiho River Flood Control Scheme Asset Management Plan

Document 1939779: Ōkato Scheme Asset Management Plan

Document 2574593: Ōpunake Flood Control Scheme Asset Management Plan

# Lower Waitara River Flood Control Scheme

## Asset Management Plan



Taranaki Regional Council  
Private Bag 713  
Stratford 4352

28 August 2020

Document: 1939592

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## Summary

<b>Objectives</b>	<p>The Lower Waitara River Flood Control Scheme consists of a number of component infrastructural assets to provide the following:</p> <ul style="list-style-type: none"> <li>• security from floods in the Waitara River, up to 3840 cumecs (1% AEP), to the low lying parts of Waitara township on both the left and right banks of the river;</li> <li>• minimal riverbank erosion; and</li> <li>• an unobstructed and stable flood fairway within the maintenance reaches of the Waitara River.</li> </ul>	
<b>Term</b>	In perpetuity	
<b>Maintenance</b>	Maintenance is funded to ensure the Scheme objectives will be met.	
<b>Reporting</b>	<p>Annually - Prepare annual maintenance plan and budget.          - Discuss and agree with Council (report in LTP)          - Report on works undertaken and costs to Council.</p> <p>Three Yearly - Revalue infrastructural assets</p> <p>Six Yearly - Review asset management plan. Agreed and adopted by Council.</p> <p>Flood Performance          Report to Liaison Committee and Council on performance of scheme in all floods exceeding 2,500 cumecs at Bertrand Rd.</p>	
<b>Funding</b>	Maintenance funded by:	Targeted rate over the New Plymouth District
	Damage repairs funded by:	Rates (as above) Financial reserves Reprioritising works Loan
<b>Financial reserves</b>	Aim to:	<ul style="list-style-type: none"> <li>- Build up reserves to meet above average planned expenditure.</li> <li>- Draw down reserves to meet unexpected expenditure.</li> </ul>
<b>Review of plan</b>	Review when there is a change in maintenance standards, a change in funding policy, or at 6 yearly intervals.	

## **1. Introduction**

---

### **1.1 The Plan**

This management plan has been prepared to assist those delegated the responsibility for managing the Lower Waitara River Flood Control Scheme on behalf of the Taranaki Regional Council (the Council).

The Lower Waitara River Flood Control Scheme fundamentally provides flood protection to the urban and commercial areas of the Waitara Township. Figure 4 shows the location of the Scheme.

The Lower Waitara River Flood Control Scheme assets include earthen stopbanks, river training groynes, rock riprap protection, concrete flood walls, and floodgates. The current valuation of these assets (in terms of Local Government requirements) to June 2020 is \$9,290,630.

### **1.2 Purpose and ownership of the Plan**

The purpose of this Plan is to provide the means and mechanisms to enable the Scheme Manager to plan for the most efficient economic and sustainable management of the Lower Waitara River Flood Control Scheme.

The Lower Waitara River Flood Control Scheme assets need to be managed, to ensure they continue to effectively deliver scheme benefits on a long term, sustainable basis. Management requires provision for monitoring, maintenance and in some instances eventual replacement of these assets.

This Plan defines the objectives and performance standards for the Lower Waitara River Flood Control Scheme and the level of maintenance needed to ensure these are met at all times.

The Plan also provides a base against which the Council's performance in maintaining these infrastructural assets can be measured. This management plan will provide a framework for technical, and financial inputs relating to the assets and their impact on long term financial planning.

Responsibility for implementing the Plan lies with the Council, which is the body responsible for managing the asset.

### **1.3 Duration and review of the Plan**

The duration of the Plan is ten years from the date of formal preparation and acceptance by Council. This Plan has also been prepared with a 50-year time horizon. Maintenance costs and rates are current to June 2020.

The Plan will be reviewed and updated, after the proposed Scheme upgrade has been completed and then again after ten years or earlier if required, to ensure that the requirements of the customers are met, and that the assets are maintained at their most effective levels of service.

## **1.4 Legislative requirements**

The principal statute affecting the management of infrastructure assets is the Local Government Act 2002 (the Act).

The Act empowers local authorities to provide a range of services. Specifically, the Act, together with the Soil Conservation and Rivers Control Act 1941, obligates regional councils to minimise and prevent damage by floods and erosion. The Council executing its responsibilities and powers as a catchment authority in terms of the Soil Conservation and Rivers Control Act 1941 constructed the schemes.

Part VI of the Act requires councils to effectively and efficiently manage their finances and assets. This involves planning for the maintenance, loss of service potential and capital upgrade of all assets. The associated funding for these commitments also needs to be provided for.

This asset management plan will assist the Council with defining the basis for determining long-term financial strategies. Information from the Plan will be used in preparing financial plans and statements required by the Act.

The Office of the Controller and Auditor-General (OAG) has a responsibility to ensure that councils comply with the requirements of the Local Government Act 2002. Part of this involves ensuring that councils are adequately providing for the ongoing maintenance, renewal and capital expenditure on infrastructure assets. The OAG has issued a number of guidelines to assist councils in the preparation of asset management plans.

## **1.5 Assumptions**

There are a number of assumptions made in preparation of this asset management plan. These are made using current knowledge and experience, but may vary with time and in the light of further experience. Further, they will be updated when the Plan is reviewed. The assumptions are:

- that the Council will continue to perform its existing functions in respect to the current legislation;
- there will be no major changes that impact upon the role of the Council in terms of soil conservation and river control; and
- financial projections are in 2020/2021 dollars.



## 1.6 Assets to be managed

The Lower Waitara River Flood Protection Scheme currently covers the Waitara River from the SH3 Bridge downstream to the river mouth but excludes the river training walls on the left and right banks at the river mouth.

The Scheme Assets include:

- The right bank river training stub groynes downstream of the SH3 Bridge
- The large left bank river training groynes between the SH3 bridge and Toohill Park
- The rock riprap lining on both banks of the river
- The left and right bank earthen stopbanks and gabion basket flood walls
- The left bank concrete flood wall adjacent to the ANZCO site
- River channel berm areas
- Access tracks and paths excluding two section of concrete paths funded by the New Plymouth District Council.
- Access prevention structures (bollards and gates)

The extent of the Scheme is shown in Figure 6 with Figure 7 showing the location of the Scheme assets in more detail.

## 1.7 Scheme history

The original Lower Waitara River Flood Protection Scheme was constructed after the November 1965 flood event. The scheme was designed to contain floods of this magnitude, which were taken at that time to be the 100-year return period flood levels. The stopbanks were constructed with a freeboard of 0.6 to 1.2 metres above the calculated flood levels. The scheme works were constructed between 1968 and 1971 to the design of a consulting engineer (Mr J O Riddell) whose report on the scheme is dated June 1968.

When the State Highway 3 bypass of Waitara was investigated by the then Ministry of Works and Development in 1980/81, the flood capacity of the scheme was reassessed. Over the design period for the State Highway bypass and new Highway Bridge there were several changes made to the 100 year flood flow figures. The new bypass highway bridge was ultimately constructed with less than the full debris clearance for the then agreed 100 year flood flow figures and, has since proven to have less than the required waterway area through the bridge.

This, and the effect of the road embankment cutting off the river berm flood overflows across the Karaka flats, thereby concentrating all the flood flow through the SH3 bypass bridge, had changed the flood flow characteristics of the river in this area. This resulted in extensive modification being required to the original scheme works in the section of the scheme between the Town Bridge and the new State Highway Bridge.

The Council commissioned a review of the Waitara flood protection works in 1989. In this review, R W Morris and Associates calculated a new 100 year flood flow of 2,400 cumecs.

This review indicated the existing rock protection works were in good condition prior to the March 1990 flood.

During the March 1990 flood, major damage occurred in several locations in the scheme and further upstream in other locations on the river.

Following the 1990 flood event, a comprehensive review of the standard of flood protection for the Waitara Township was carried out by the consulting firms of Royds Gardens Ltd and G & E Williams Consultants Ltd. The calculated 100 year flood capacity of the river channel was again revised, the natural characteristics of the river were assessed and new design standards for river protection works were determined. From this a new design channel was drawn up. The stability of the stopbanks was also investigated as were the effectiveness of the seawalls at the river mouth. As a result, the requirements for new works were identified and alternative options appraised.



Figure 2: Waitara River – river control

The study identified that the river channel was relatively stable except for the section between the two bridges where the construction of the state highway bypass had caused changes to the river flood flow characteristics. The seawalls were found not to significantly affect the flood flows or flood levels upstream in the river. A revised 100 year flood return period flow of 3,000 cumecs was calculated.

Following the receipt of the report, the Council proceeded with the construction of an amended channel alignment fitting the natural meander curves for the length of the river between the two bridges. To establish and maintain this alignment a new channel was excavated and a series of seven groynes and other rock protection works were constructed. This construction work was carried out during 1993.



Figure 3: Waitara River bank collapse – 1990

Prior to the recent Scheme upgrade, the Lower Waitara River Flood Protection Scheme was currently considered to provide protection to Waitara from about a 2% Annual Exceedance Probability flood event. Further detailed information about the scheme is provided in the two review reports:

- Waitara Township Flood Protection Review – January 1990 by the Council.
- Lower Waitara River Scheme Review – February 1991 by G & E Williams Consultants and Royds Gardens Ltd Consultants.

## 1.8 Catchment description

The form and characteristics of the Lower Waitara River are derived from the interaction of the climate and geology of the catchment. The total area of the catchment has an area of some 1,140 square kilometers and covers the northern inland part of the Mount Taranaki volcanic cone and the sharply dissected hinterland to the north east.

The volcanic mountain dominates the geology of the region, and ring plains of volcanic material have built up from a series of cones. Steep straight waterways form down the mountain side and they carry a large amount of large sizes gravel material. On the north eastern side of the mountain these waterways join together to form the Manganui sub-catchment with an area of 292 km<sup>2</sup>.

The hinterland sub-catchment is made up of sedimentary siltstone and sandstones that have been eroded into a landscape of narrow ridges and steep sided valleys. The waterways have relatively flat grades and carry mainly fine suspended material. At the Manganui River confluence the Waitara River has a catchment area of 812 km<sup>2</sup>.

The lower Waitara River channel is deeply entrenched and controlled by bluffs of both sedimentary and volcanic materials. It remains relatively steep until close to the coast and passes gravel bed material derived from the Manganui River through to the sea.

The river has cut down to old volcanic lahars and this harder material is exposed in the river channels and as reefs on both sides of the river mouth. There are also accumulations of large boulders along the lower Waitara River, mainly at the river bends, that are remnant deposits from volcanic eruption flows that have come down the Manganui.

The location of the catchment is shown in Figure 5.

## 1.9 Climate

Because of its exposure to disturbed weather systems from the Tasman Sea, the Taranaki region is often quite windy, but has few climate extremes. The most settled weather occurs during summer and early autumn. Summers are warm. Typical summer daytime maximum air temperatures range from 19°C to 24°C but seldom exceed 30°C. Winters are relatively mild with daytime maximum air temperatures ranging from 10°C to 14°C but are normally the most unsettled time of the year. Frost occurs inland during clear calm conditions in winter. Annual sunshine hours average about 2000 hours. Northwesterly airflows prevail and sea breezes occasionally occur along the coast during summer.

The mountain and ranges have a strong influence on rainfall in the area by attracting orographic type events which are often associated with frontal systems and depressions moving through the Tasman Sea. Annual rainfall on the upper slopes of the northern Egmont National Park ranges from 1500 to 5000mm.

Although the annual totals are quite high, the way in which rainfall is delivered is more significant. Also of significance is that only 25% of the catchment is located within the National Park and above the 450m contour.

### **1.9.1 Climate change**

Some of the predicted impacts of a moderate rate of climate change for Taranaki include changes in average temperature, sea level rise and rainfall patterns. In general, Taranaki, like much of the west coast of New Zealand, is likely to become warmer and wetter.

Climate scientists estimate that Taranaki's temperature could be up to 3°C warmer over the next 70-100 years. This compares to a temperature increase in New Zealand during last century of about 0.7°C. Taranaki could be up to 20% wetter with more varied rainfall patterns and flooding could become up to four times as frequent by 2070.

As extreme weather events become more frequent or severe, the costs and damages associated with them are also likely to increase.

Allowances have been made in the design of the flood protection works for the effects of climate change.

## **1.10 Land ownership**

The land currently within the Lower Waitara River Flood Protection Scheme boundary is shown in Figure 4.

The land is either vested in the Council as:

- Local purpose (soil conservation, river control and recreation purposes) reserve; or
- Local purpose (soil conservation and river control) reserve.

This land is described as: Lot 1, DP18376 situated in Block 1, Paritutu Survey District and Blocks I and V, Waitara Survey District, and being all that land held in Certificate of Title K1/539 (NZ Gazette 10 August 1995 No 77 p.2125).

Note that all the land within the boundaries of the Lower Waitara River Flood Protection Scheme, including the riverbed and all the assets constructed for the purposes of flood control, are owned and maintained by the Council.

## **1.11 Protection standard**

The Lower Waitara River Flood Control Scheme currently provides protection from flooding in 3,840 cumec flood event with a freeboard allowance of 500mm and an allowance for climate change through to 2065. The climate change allowance was made by adding a further 20% to the 3,200 cumec flood flow. The 3,200 cumec flow was determined in 2013 to be the 1% AEP (annual exceedance probability) flood events.



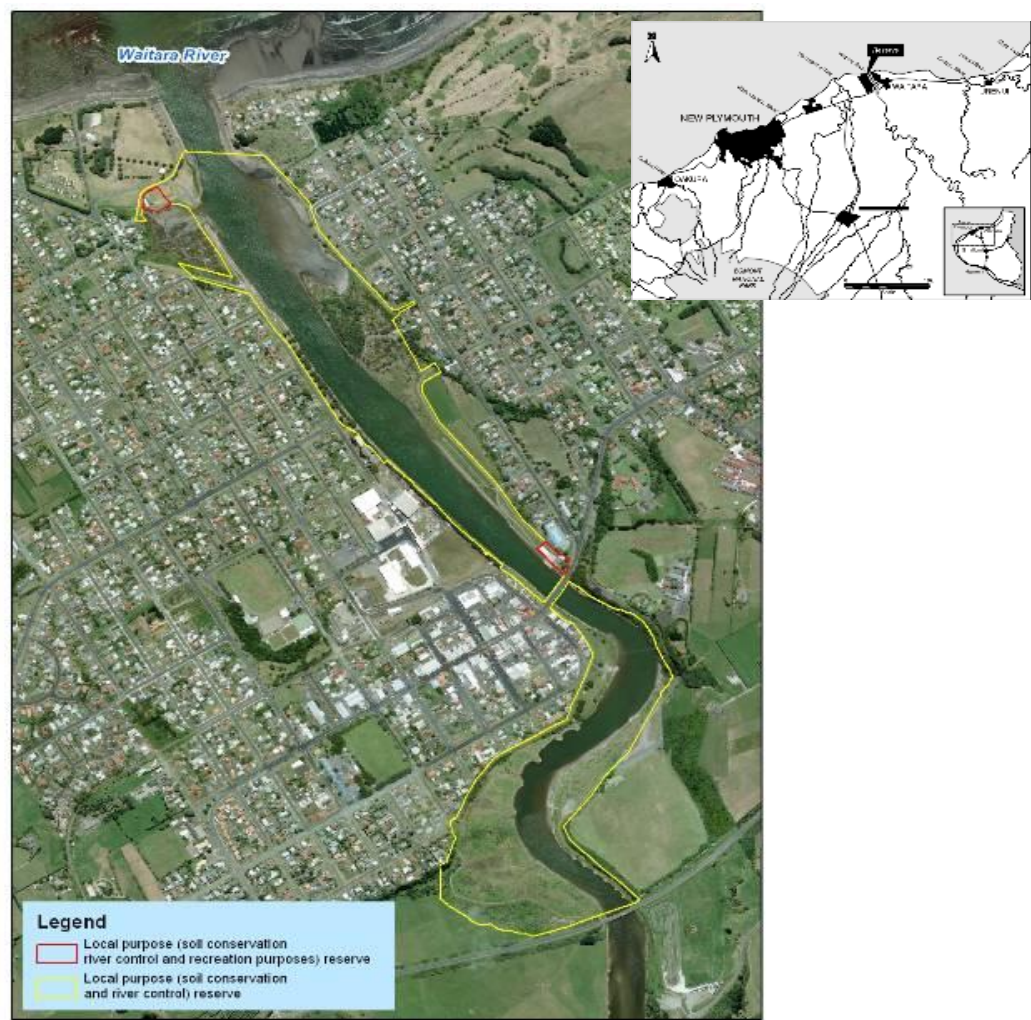
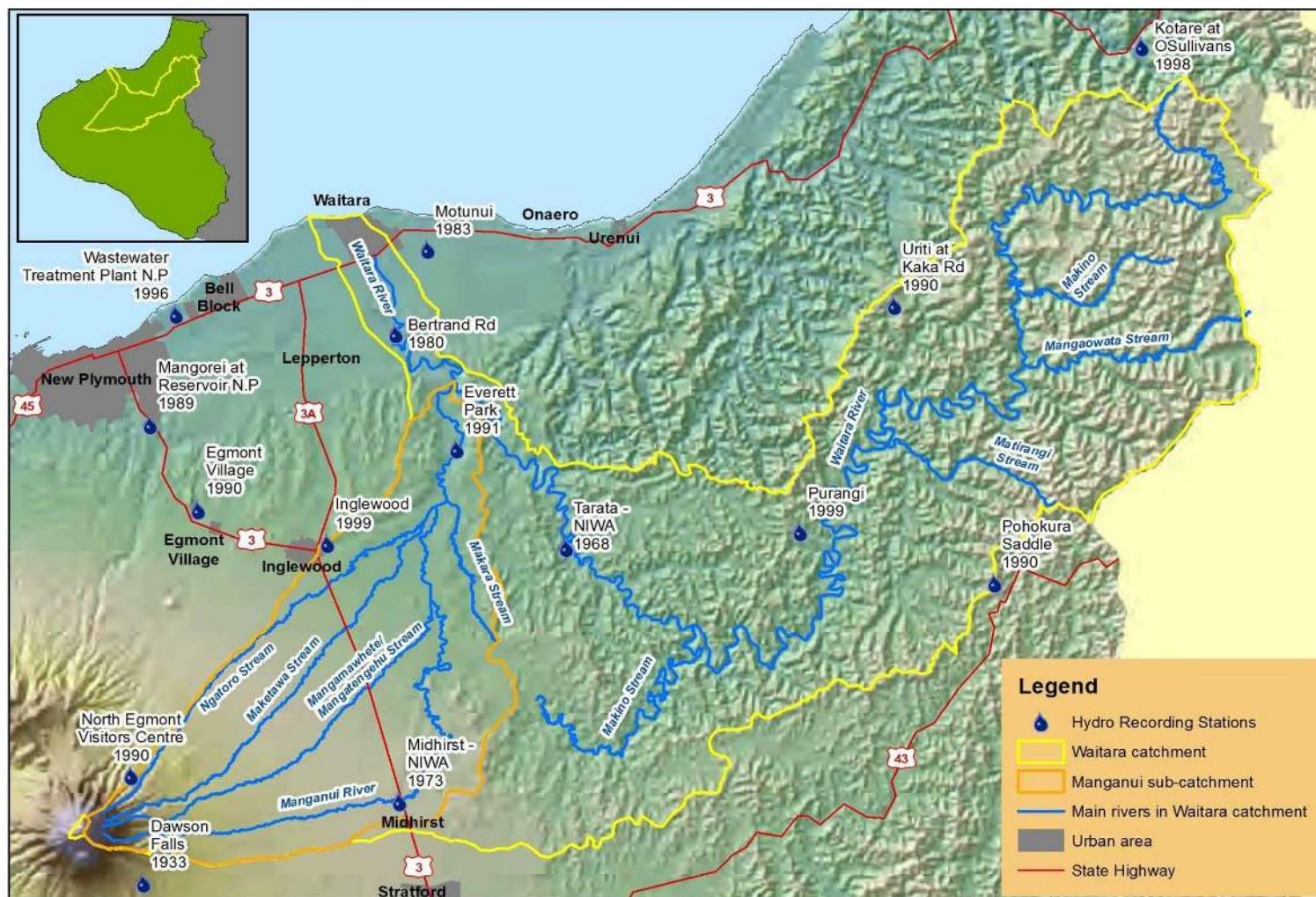


Figure 4: Land included within the Waitara Local Purpose reserve



Lower Waitara River Flood Control Scheme Asset Management Plan  
Updated 28 August 2020



## **2. General Scheme information**

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### **2.1 Principal Scheme features**

#### **2.1.1 Objectives of the Scheme**

The Lower Waitara River Flood Control Scheme consists of a number of component infrastructural assets to provide security from floods in the Waitara River, up to 3,840 cumecs (1% AEP), to the low lying parts of Waitara township on both the left and right banks of the river.

The Lower Waitara River Flood Protection Scheme assets that provide erosion control have been constructed primarily to manage the alignment of the river channel to minimise the risk of damage to the stopbanks as a result of riverbank erosion.

#### **2.1.2 Scheme works' boundaries**

Works on the Waitara River within the Lower Waitara River Flood Protection Scheme boundary extend from the SH3 Bridge to the river mouth but exclude the river training walls at the mouth of the river.

The boundaries of the Lower Waitara River Flood Control Scheme are more precisely as follows:

- the upstream boundary of the scheme is located at the downstream side of the State Highway 3 bridge. From this point the western boundary follows the toe of the state highway embankment in a westerly direction for approximately 210 metres. The boundary then crosses the Karaka Flats towards the Brookes Terrace/Cracroft Street intersection for a distance of 250 metres where it then turns eastward to follow the alignment of the stopbanks downstream to finish at the intersection of the rock bank protection and the concrete seawall at the river mouth; and
- the eastern boundary follows the riverbank to the cliffs below Manukorihi Road and then runs downstream from the town road bridge following the alignment of the stopbanks to the end of the eastern stopbank. The downstream boundary is a line between these two downstream extremities on the western and eastern riverbanks close to the river mouth.

The total length of the Lower Waitara River Flood Protection Scheme is approximately 2.52 kilometers measured on the center line of the river.

Channel management works have also been undertaken upstream of the SH3 Bridge and whilst these are currently not considered to be part of the Scheme, have been constructed and maintained by the Council.

It is likely that the Lower Waitara River Flood Protection Scheme will be extended upstream to the end of Mamaku Road to include other key river management assets upstream of the existing Scheme boundary.



### 2.1.3 Hydrology

The design flood event for the Waitara River is a 3,850 cumec flood event, (the 1% AEP (annual exceedance probability event assessed in 2013)).

### 2.1.4 Overview of Scheme assets

The Lower Waitara River Flood Protection Scheme assets include:

- a substantial stopbank, up to 5 m high, comprising earth fill and in parts gabion basket floodwalls on the left bank from the end of Brookes Terrace extending downstream past the township tying into a concrete floodwall along side ANZCO and the NPDC effluent storage and pumping site, then back to earth and in parts stopbanks gabion flood walls before ending at the concrete training wall at the river mouth in marine park , a distance of approximately 2.3 kilometres;
- a similar stopbank on the right bank extending from the Town Bridge downstream towards the river mouth, a distance of approximately 1.5 kilometres. Both the stopbanks are between 3.0 and 5.0 metres high. A section of high ground between High Street East and Gold Street forms the stopbank in that reach. The stopbank ends close to where Howard Street joins the river.
- a series of seven rock groynes on the left bank with associated earthworks, and a smaller groyne on the right bank upstream of the Manukorihi Road cliffs all located between the town bridge and the State Highway 3 bridge;
- a continuous rock riprap lining over a distance of 430m on the left bank of the river extending from the Town Bridge upstream to the most downstream groyne referred to above;
- substantial lengths of rock riprap lining between the Waitara Town Bridge and the downstream extent of the Scheme; and
- a section of terraced rock bank lining and six small groyne (barbs) immediately downstream of the State Highway 3 bridge on the right bank for a length of 300 metres, and other areas of rock bank protection in various locations on both river banks throughout the extent of the Scheme.

There are other assets that the Council has constructed and maintained in the Waitara River immediately upstream of the flood control scheme. While they contribute to the overall flood control of the area these are of a relatively minor nature. These upstream items are described as ancillary items and are not included in the scheme but the security of the scheme depends on their continued high standard of maintenance. The minor maintenance expenditure on these ancillary works is funded from the routine maintenance budgets.

Figure 7 details the general location of these assets. The access track and paths are not shown as their inclusion would clutter the drawing.



Figure 6: Scheme works area

## **3. Assets**

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### **3.1 Description of assets**

#### **3.1.1 Earthfill stopbanks**

Earthfill stopbanks are compacted earth structures, which provide protection to the properties in the Waitara Basin from flooding.

Stopbanks are built to a level and grade where they will not be overtopped by the design flood. They are constructed to meet appropriate compaction standards, batters slopes and top width to ensure their structural integrity.

Large proportions of the Lower Waitara River Flood Protection Scheme stopbanks have been constructed with material pulled up from the river channel and capped off with a layer of topsoil. The 2013 to 2016 upgrade has added significantly to these stopbanks adding significant layers of far less permeable compacted Taranaki ash.

#### **3.1.2 Gabion basket floodwalls**

Gabion basket floodwalls are wire mesh gabion baskets filled with river stones with shotcreting on their river side face which provide protection to the properties in the Waitara Township from flooding.

The floodwalls are built to a level and grade where they will not be overtopped by the design flood.

#### **3.1.3 Concrete floodwalls**

Concrete floodwalls are reinforced concrete block walls which provide protection to the properties in the Waitara Township. They have been constructed where there is inadequate area to construct an earth stopbank.

The floodwalls are built to a level and grade where they will not be overtopped by the design flood.

#### **3.1.4 Rock riprap erosion protection (bank lining)**

Rock Riprap is rock placed mechanically on an eroded or potentially erodible riverbank to prevent riverbank erosion that may threaten the integrity of the adjacent stopbank or riverbank.

The rock is sized and placed to meet particular standards to ensure it withstands the river forces that occur during large flood events.

#### **3.1.5 Rock groynes**

Rock groynes are engineered piles of rock placed on the riverbank extending out into the river flow to guide and divert the flow of the river away from the adjacent riverbank.

### **3.1.6 Access track**

Access tracks in this context are formed access track over the stopbank or along the riverside of the stopbank used to provide access to the river side of the stopbank and river bank for inspection maintenance purposes, and recreational purposes.

### **3.1.7 Concrete walkway path**

Concrete walkway paths are paths located along the top of the stopbank and along the berm land to provide public access for recreational purposes.

### **3.1.8 Fences and gates**

Fences and gates including bollards are installed to control access onto or along stopbanks.

### **3.1.9 Floodgates**

Floodgates are aluminum, steel or wooden flaps that are attached to the rivers end of a culvert that prevent floodwaters flowing up the pipe and flooding land on the inland side of the stopbank when the river level rises.

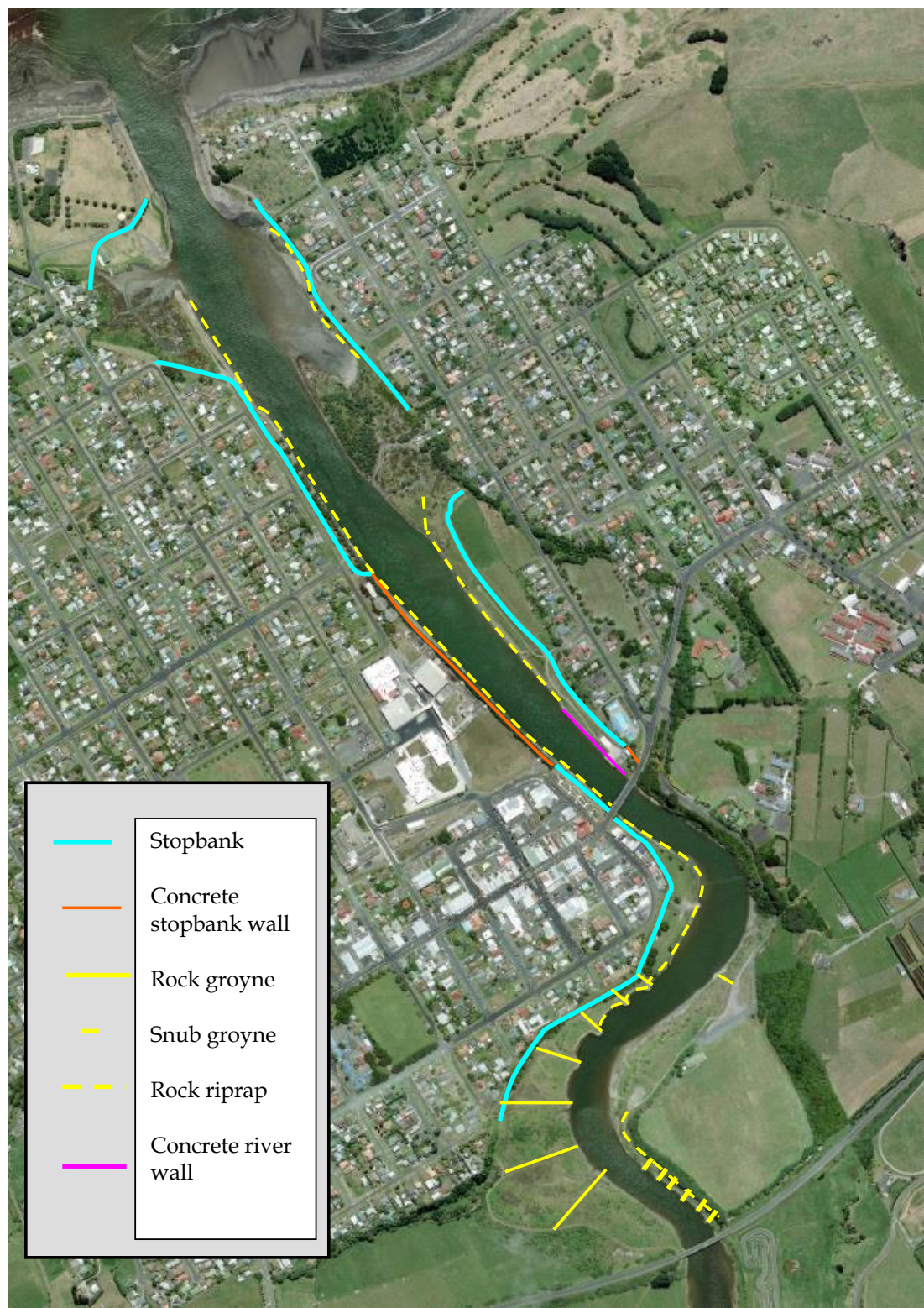
The pipes and their floodgates through/beneath the stopbank are the property of the New Plymouth District Council but as the failure of the gates can negate the benefits provided by the stopbanks, inspection and monitoring of the floodgates will be undertaken as part of the Scheme asset management activity.

### **3.1.10 Flood fairway**

Whilst a flood fairway is not strictly an asset, it is included here in recognition of the need for ongoing maintenance to ensure that the flood carrying capacity of the river channel is not lost as this will reduce the effectiveness of Scheme's stopbank system.

The flood fairway includes that area of land adjacent to the river edge and below the design flood level.





## **3.2 Asset capacity – design standards**

### **3.2.1 Stopbanks, floodwalls and channels**

When the Lower Waitara River Flood Protection Scheme works were first constructed in 1968 the design standard was the 1% AEP flood event known at that time. Analysis undertaken in 1979 indicated that the Scheme standard was the 2% AEP standard and not the original 1% AEP standard.

A review of the hydrology of Lower Waitara River catchment undertaken in 2013 as part of the scheme upgrade investigations has determined that the standard of protection was only the 3% AEP standard.

The Scheme is now design to protect Waitara from a 3,840 cumec flood with 500mm of freeboard. In 2013 this standard was assessed to the 1% AEP standard.

### **3.2.2 Floodgates**

Floodgates are designed to stop flow backing up tributary drains or pipe systems when the river channel is in flood and are designed to allow the drainage water to discharge to the river when the flood recedes.

All of the floodgated outlets on the Waitara River are the responsibility of the New Plymouth District Council but should they fail to close during floods, the effectiveness of the stopbank system is compromised. Therefore whilst the capacity of these floodgates is not an issue to be addressed by the Waitara Scheme, ensuring they close effectively is.

### **3.2.3 Edge protection**

Rock riprap is designed to remain effective in a design flood event and will depend on the velocity and the batter slope at the site. Rock in the Waitara River has remained relatively stable and any future rock used must be of a similar or large size and grade.

### **3.2.4 Rock groynes**

Rock groynes are designed to remain effective in a design flood event and will depend on their length, design features and river flow velocity at the site. The groynes in the Waitara River have remained relatively stable and any future rock used must be of a similar or large size and grade. Minor topping up is undertaken as required from time to time to ensure that they remain effective.

### 3.3 Physical parameters

**Table 1: Physical Parameters**

Asset Type	Location	Life (years)	Quantity			
Waitara River						
Stopbanks	Left bank Browne Street to Marine Park	indefinite	51,950	m³	1,890	m
Stopbank	Right Bank Town Bridge to Coast	indefinite	31,550	m³	1,200	m
Concrete floodwalls	ANZCO Rowing club	50			400 35	m m
Rock riprap	Left bank	indefinite	43,860	tonnes		
Rock riprap	Right bank	Indefinite	19,027	tonnes		
Rock groynes	Left and right banks	Indefinite	31,785	tonnes		
Timber wall	Toohill Park	20			10	m
Concrete river wall	Right bank	25			175	m
Mass Block Wall	Left bank	50			55	m
Gabion Basket flood walls	Left bank - various	50			805	m
Sealed access tracks	East Quay and Marine Park	10	1,160	m²		
Gravel access track	East Quay	10	195	m		
Concrete walkway	Various	50	560	m		
Bollards	Left and right banks	10	11	no.		
Fence and Gates	Various					
Large Flood gate	West Quay	50	1	no.		
West Quay development	West Quay	50	1	no.		
Bridge temp flood barrier	Town bridge left bank	50	1	no.		

### 3.4 Asset condition

#### 3.4.1 Stopbanks

Stopbanks on the Lower Waitara River Flood Protection Scheme are largely built from material pulled up from the river channel with an outer coating of compacted Taranaki Ash.

The 2013 - 2016 scheme upgrade of the stopbank resulted in the banks being raised significantly and in doing so overlaying them with a thick layer of Taranaki Ash which has significantly increased their ability to withstand the depth of flood flows without piping.

The shape and overall profile of the stopbanks are regular with a 3m top width and batter slopes between 1.75:1 and 2:1.

The raising of the stopbanks up to the 3840 cumec standard with 500mm of freeboard was completed in June 2016.

Bank integrity can and has in the past on the Waitara River, been compromised wear and tear caused by vehicle access and pedestrian and bike access, and from trees growing on or near the bank. All problem trees have been removed and access is now controlled to limit as far as possible damage through careless use. Ongoing maintenance will prevent these issues from reducing stopbank integrity.

However, it is possible that significant damage repair works may be needed in the future should river bank erosion put the bank at risk.

Where the stopbanks are located close to the rivers edge, heavy rock riprap has been placed to prevent the loss of the available berm and the potential risk of undermining.

Stopbank asset condition and stability will continue to be monitored by visual inspection and physical surveys.

Settlement of up to 150mm of the freeboard will be allowed before stopbank reconstruction will be undertaken.

### **3.4.2 Structures**

A regular programme of maintenance will be carried out on all structures. Asset condition is monitored by regular inspection. Structural concrete is inspected periodically.

New concrete walls were constructed on the right bank downstream of the town bridge in 2014 and along the left bank alongside ANZCO in 2015.

These banks have been designed and constructed to a high standard, are set well back from the river edge and consequently provide a high standard of protection.

### **3.4.3 Edge protection**

There are no areas protected with vegetation or anchored tree protection works.

Rock riprap and groynes are generally in good condition but can vary to some degree depending on their location, age and its previous maintenance. Replenishment is generally not required but will be undertaken if the riprap reduces to 75% of its design quantity.

### **3.4.4 Access tracks, gates and bollards**

The condition of sealed and unsealed access tracks are monitored regularly and will be maintained as required to prevent damage such as potholes expanding and requiring a larger level of maintenance to return the asset to its desired performance standard.

Gates and bollards will need little maintenance unless vandalised. Regular inspection of padlocks will be undertaken to ensure access can always be achieved.

## **3.5 Asset management system**

The Taranaki region has a relatively small number of river control schemes within which infrastructural assets have been constructed and these schemes have a relatively small number of assets.



Because of this, it is possible to manage and keep track of these assets with very simple tools. Other councils that have a large network of infrastructural assets generally have an array of asset management tools used for the management of their assets.

The infrastructural assets are recorded in a simple Excel spreadsheet located on the Council's file system, Number 2571023.

The Council does not have a Schedule of River Scheme Assets located within its financial record system.

### **3.6 Asset value**

River scheme infrastructural assets in the Taranaki region are valued at current replacement value.

The valuation of the Lower Waitara River Flood Protection Scheme assets are reviewed and updated annually following a detailed inspection of the total Scheme. This is a practical option as the area involved and the number of Scheme assets is relatively small.

The 2020 asset values are set out in Table 2 and in internal document 'Asset Valuation Spreadsheet 2571023'.

**Table 2: Asset Values (30 June 2016)**

Asset Type	Left or Right bank	Location	Quantity				Value 30/6/2020 \$
Erosion Control							
Rock Blanket	LB	Mouth	380	tonne			17,900
Rock Lining	LB	McNaughton Street	3,020	tonne			186,510
Rock Bench	LB	Milliscreen – Signal Box	4,500	tonne			211,950
Rock Lining & shelf	RB	East quay	3,117	tonne			146,810
Rock Lining	RB	Rowing Club to Island	3,210	tonne			151,190
Rock Lining	LB	ANZCO	15,140	tonne			713,080
Rock Lining	LB	Town Bridge to Wharf	6,290	tonne			296,250
Rock Lining	LB	Queen Street	4,000	tonne			188,400
Rock Lining	LB	Between Bridges	10,180	tonne			479,470
Rock Lining	LB	SH3 Bridge	380	tonne			17,900
Rock Lining	RB	SH3 Bridge	9,700	tonne			456,860
Rock Lining	RB	River island	3,000	tonne			141,300
Rock lining	RB	Between groynes	260	tonne			12,250
Timber Wall	LB	Toohill Park	10	m			6,690
Rock Groynes							
Groynes 1, 2, 3, 4, 5, 5.6, 6, 7	LB	Between Bridges	30,025	tonne			1,419,810
Snub groynes	LB		1,760	tonne			82,900
Stopbanks							
Earth bank	LB	Marine Park	1,800	m <sup>3</sup>	200	m	3,087,580
Earth bank	LB	d/s ANZCO	14,000	m <sup>3</sup>	750	m	
Earth bank	LB	d/s Town Bridge	1,250	m <sup>3</sup>	140	m	
Earth bank	LB	u/s Town Bridge	34,900	m <sup>3</sup>	800	m	
Earth bank	RB	u/s High Street East	26,550	m <sup>3</sup>	550	m	
Earth bank	RB	d/s Gold Street	15,000	m <sup>3</sup>	650	m	
Concrete wall	RB	Rowing Club			35	m	93,850
Concrete wall	LB	ANZCO			400	m	718,920
Gabion Basket walls	LB	Various			805	m	342,480
Mass Block Wall	LB	U/S Toohill Park			100	m <sup>3</sup>	53,720

Mass Block Wall	RB	Norman Street			76	m <sup>3</sup>	40,820
Toe drain	LB	Queen Street					15,830
Bridge Flood Barrier	LB	Town Bridge					54,880
Access ways etc							
Sealed access tracks	RB	Richmond Street	1020	m <sup>2</sup>			111,430
Gravel Access	RB	d/s Richmond Street	195	m			21,570
Bollards	LB&RB	Various	11	No.			4,120
Fences and rails	LB&RB	Various					38,710
Flood gates Bridge and pump station	LB	Town Bridge and West Quay					9,280
Concrete walkways	LB	Various					72,070
West quay development	LB	West Quay					96,100
<b>TOTAL</b>							<b>\$9,290,630</b>

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## **4. Maintenance and renewals plan**

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### **4.1 Asset management system**

Maintenance refers to the work necessary to retain the operating standard or service capacity of the scheme and to keep the asset operational. Because a natural river system is involved, the work needed cannot always be accurately forecast in time. However, experience gives a very good guide as to the type and general level of work necessary to meet scheme requirements in periods of 'normal' river flow i.e. the base level of maintenance.

Maintenance can include:

- Works to maintain a structural element e.g. a stopbank or a length of edge protection;
- Regular operational activities, e.g. fairway/channel weed spraying and mowing; and
- Replacement of elements of the system such as walls.

The maintenance plan will set out the programmes and costs required to maintain the desired level of service.

### **4.2 Service levels**

#### **4.2.1 General**

The current standard of protection provided by the Lower Waitara River Flood Protection Scheme is the 1% AEP standard (3,840 cumec capacity).

The hydraulic capacity provided by river control works can be determined with reasonable consistency and accuracy. The greater problem is in determining the security of the primary defenses, stopbanks and floodgated outlets - against erosion. The level of risk of failure can only be roughly estimated.

The greater part of expenditure on maintenance of most river control systems is on erosion protection works. Whilst the erosion protection on the Waitara River is almost exclusively achieved using rock riprap, the deep nature of the channel and the relatively soft sediments that make up the bed in some areas means that in some parts of the Scheme the rock riprap can be prone to gradual deterioration as settlement occurs.

Since the major works undertaken following the large flood in 1990, there has been very little significant riverbank erosion and the risk of this has been further reduced by a programme of rock protection works that has extended the left bank rock riprap protection upstream to the large river training groynes located downstream of SH3 and the strengthening of the rock riprap adjacent to the ANZCO site following the removal of the large Pohutukawa trees along this reach of the river.

The floodgated outlets although not strictly scheme assets, are generally well protected with adjacent rock riprap or are set well back from the river edge and not at risk of being damaged by erosion.

Minor damage to the erosion protection works at a critical location could result in a failure of the primary stopbanks, leading to inundation of a large part of the floodplain, i.e. the scheme's value could be retained almost 100%, but its operating standard severely compromised.

Further, in many instances major damage to the erosion protection works could occur even though all floodwater is contained within the system.

#### **4.2.2 Stopbanks**

The Council will maintain the stopbanks to a level to ensure the design flood can be conveyed. For design standards see Section 3.2.

#### **4.2.3 Structures and walls**

The Council will maintain all structures in a workable condition at all times to function to their design standards.

#### **4.2.4 Edge protection – rock riprap and groynes**

Rock riprap and groynes are generally in good condition and will be monitored periodically. Replenishment is generally not required but will be undertaken if the riprap reduces to 75% of the in-place rock.

#### **4.2.5 Drainage outlets and floodgates**

The flood gated drainage outlets on the Waitara River are assets owned by the New Plymouth District Council. Notwithstanding that the Taranaki Regional Council will inspect and clear the floodgated outlets on a regular basis as their failure will negate to some extent the effectiveness of the stopbank system.

### **4.3 Maintenance history**

Maintenance works on the Lower Waitara River Flood Protection Scheme has involved regular activities such as stopbank mowing and weed spraying. Less regular maintenance has involved the tidying up and topping of bank rock riprap linings and groynes and the removal of gravel build ups in the flood fairway from time to time.

A full upgrade of the stopbanks has been undertaken over the period 2013 to 2016.

The construction of concrete pathways, the reformation of the access track upstream of Toohill park and the development at West Quay has significantly lifted the standard of access to this area and improved the access to the downstream berm land for recreational purposes.

Extensive clearing works of overgrown trees from the stopbanks as part of the upgrade works and the clearing of weeds and trees on Mangaroa Island has also been undertaken to maintain the flood carrying capacity of the river channel.

## 4.4 Maintenance programme

The Council has now developed a maintenance programme, which will minimize the risks of failures to the system, and thereby provide for the most efficient and economic operation, to the service standards determined previously. A detailed assessment has been undertaken of the work required to provide for the long term sustainable management of the Lower Waitara River Flood Protection Scheme assets.

The key work components of this are summarised in Table 3 below, along with a general description of the activity and its estimated required frequency. Frequencies given are for the range of conditions anticipated throughout the Lower Waitara River Flood Protection Scheme.

The Lower Waitara River Flood Protection Scheme assets have been separated into distinct components to ensure the Scheme assets are inspected at a level that identifies all maintenance issues. Inspection and reporting at a large scale can result in important items being missed.

**Table 3: Maintenance frequency**

Item/Activity	Description	Estimated Frequency
<b>Channel/ Flood fairway</b> <ul style="list-style-type: none"> <li>General overview</li> <li>Cross section survey</li> <li>Gravel beach mtce</li> <li>Berm mtce</li> </ul>	<ul style="list-style-type: none"> <li>Overview and general inspection of channel</li> <li>Resurvey at previous cross section locations</li> <li>Clear gravel buildup when required</li> <li>Tree and weed clearing</li> <li>Grass mowing (frequency varies with location)</li> </ul>	<ul style="list-style-type: none"> <li>1 yearly</li> <li>5 yearly</li> <li>As required</li> <li>1 yearly</li> <li>2 monthly</li> </ul>
<b>Riverbanks</b> <ul style="list-style-type: none"> <li>Normal inspection</li> <li>6 Monthly inspection</li> <li>Vegetation control</li> <li>Vegetation control</li> <li>Rock riprap</li> </ul>	<ul style="list-style-type: none"> <li>Overview and general inspection of river banks</li> <li>Detailed inspection looking for erosion damage to riverbanks and rock works and vegetation congestion</li> <li>Clear/maintain trees</li> <li>spray/clear weeds</li> <li>Realign, and top-up as inspection identified</li> </ul>	<ul style="list-style-type: none"> <li>1 yearly</li> <li>6 monthly</li> <li>2-3 yearly</li> <li>6 monthly</li> <li>As required</li> </ul>
<b>Stopbanks</b> <ul style="list-style-type: none"> <li>Detailed inspections</li> <li>Survey</li> <li>Mowing</li> <li>Miscellaneous mtce</li> </ul>	<ul style="list-style-type: none"> <li>Complete walkover inspection</li> <li>Stopbank long section &amp; representative cross sections</li> <li>Mow all grass stopbank areas</li> <li>Miscellaneous minor repairs to grass cover, weed control, barriers</li> </ul>	<ul style="list-style-type: none"> <li>6 monthly</li> <li>5/10 yearly</li> <li>Monthly</li> <li>1 yearly</li> </ul>
<b>Floodgates</b> <ul style="list-style-type: none"> <li>Operational check</li> <li>Annual inspection</li> </ul>	<ul style="list-style-type: none"> <li>Regular operation check</li> <li>Integrity check</li> </ul>	<ul style="list-style-type: none"> <li>2 monthly</li> <li>1 yearly</li> </ul>
<b>Structures</b> <ul style="list-style-type: none"> <li>Walls</li> </ul>	<ul style="list-style-type: none"> <li>Visual integrity check</li> <li>Debris check and clearance</li> </ul>	<ul style="list-style-type: none"> <li>1 yearly</li> <li>After floods</li> </ul>

In general the priority order for maintenance work in the Lower Waitara River Flood Protection Scheme will be:

- retaining the integrity of the stopbanks and flood walls;
- retaining the strength and integrity of erosion control works;
- keeping channels and flood fairways clear of obstruction; and
- maintenance of ancillary works.

**4.4.1 Programmed inspections**

All programmed inspections must be recorded on the inspection sheets set out in Appendix 1 and filed in the inspections folder kept on the River engineering office.

All matters identified as needing action must be completed as soon as practicable and marked off on the inspection sheets once completed.

**4.5 Maintenance costs**

**4.5.1 Existing**

The maintenance expenditure for the Lower Waitara Flood Protection Scheme over recent years has been as follows:

2010/11	\$ 11,244
2011/12	\$ 42,640
2012/13	\$ 19,669
2013/14	\$ 62,325
2014/15	\$ 8,130
2015/16	\$ 36,741
2016/17	\$ 43,465
2017/18	\$ 1,533
2018/19	\$ 7,091
2019/20	\$ 38,369

The expenditure in the years 2011/12 and 2013/14 included renewal expenditure. The low expenditure in 2014/15, 2017/1/, and 2018/19 occurred as a result of large areas affected by the upgrade works.

**4.5.2 Asset maintenance expenditure requirements**

All expenditure on infrastructure assets will fall into one of two categories: capital expenditure or operating expenditure.

(a) Capital expenditure

Capital expenditure projects are those displaying one or more of the following characteristic.

- Construction works which create a new asset that did not previously exist in any shape or form.
- Expenditure which purchases or creates a new asset (not a replacement) or in any way improves an asset beyond its original design capacity.

- Upgrade works which increase the capacity of the asset.

*This work would be charged to: "Waitara River Flood Control Scheme Upgrade" – 940010 070 0000*

(b) Operating expenditure

All maintenance, upgrading, reconstruction, renewal and renovation work that does not increase the capacity of assets is treated as operating expenditure.

Operating expenditure can be divided further into two; normal ongoing day to day routine maintenance works and those other more infrequent larger projects that upgrade or renew the asset to its full (or original) service potential.

- (i) Routine maintenance expenditure: Routine Maintenance projects can be expected to display some of the following characteristics:
- Regular and ongoing annual expenditure necessary to keep the assets operating at the required level of service, e.g. inspections; management; liaison with ratepayers etc.
  - Day to day and/or general upkeep works designed to keep the assets operating, e.g. insurances, power costs.
  - Works which provide for the normal care and attention of the asset including repairs and minor replacements.
  - Minor response type remedial works i.e. isolated instances where portions or sections of a unit of an asset fail and need immediate repair to make the asset operational again.

*This work would be charged to: "Waitara River Maintenance" – 30 03 02 2455*

- (ii) Renewal expenditure: Work displaying one or more of the following attributes can be classified as renewal expenditure:
- Works which do not increase the capacity of the asset, i.e. works which improve and enhance the assets restoring them to (or below) their original size, condition, capacity, etc.
  - The replacement component of augmentation works which does not increase the capacity of the asset, i.e. that portion of the work which restores the assets to their original size, condition, capacity, etc.
  - The replacement component of a capital work which replaces the redundant element of an existing asset.
  - Reconstruction or rehabilitation works involving improvements, realignment and regrading.
  - Renewal and/or renovation of existing assets, i.e. restoring the assets to a new or fresh condition.

*This work would be charged to: "Maintenance Works Rivers" – 30 03 02 2466*



## **4.6 Expenditure**

With the completion of the major upgrade works undertaken over then period 2013 to 2016, Expenditure in the foreseeable future will focus almost entirely on maintenance with some minor renewals.

A long term program of monitoring and maintenance works with detailed cost estimates and the average annual expenditure required to ensure the Scheme is maintained to its full service potential is set out in Section 6.

## **5. Funding and financial planning**

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### **5.1 Accounting policies**

It is the accounting policy of the Council that the Lower Waitara River Flood Control Scheme's assets are not depreciated. The funds required to maintain the asset in an as new condition are considered to be the maintenance budgets in the forthcoming period.

The Council uses the following procedures when applying the above policy:

- all expenditure (routine maintenance, flood damage maintenance and maintenance works) to maintain the existing as new condition (as required by the scheme objectives) is considered to be normal maintenance work and is financed as part of the maintenance budgets established for the period; and
- any additional new minor capital works that increases the assets performance ability are included in the capital works budget for the period, but, are still financed from the accumulated reserve funds.

The Council also values the assets annually.

### **5.2 Revenue and financing policy**

It is the Council's policy that river control schemes are funded by targeted rates over the community benefiting from the protection.

The Lower Waitara and Waiwhakaiho Schemes have catchments that, when combined, comprise a substantial portion of the New Plymouth district. Significant flood control assets are managed and maintained within these catchments but because of the types of assets involved, normal maintenance costs are relatively minor. Accordingly, the Lower Waitara and Waiwhakaiho Schemes are funded from a rate that is a 100% capital value based works and services rate, applied over the whole of the New Plymouth district. This system is considered to be the most administratively efficient and appropriate funding mechanism.

### **5.3 Funding for disaster relief**

The Taranaki Regional Council has made the decision to be self-funding in the event of a major disaster in the flood management scheme areas. This philosophy exists due to:

- the potentially high cost of insurance (relative to the benefits)
- the low probability of accessing Government or other disaster funding through participation in projects such as LAPP (Local Authority Protection Programme)
- the ability of the Council to reinstate the assets without significant financial implications

## 5.4 Routine maintenance costs

Routine maintenance costs for the Lower Waitara River Flood Protection Scheme assets are relatively constant and easy to estimate. The cost of routine maintenance has been based in the past on historical trends. The estimated costs include monitoring and maintenance of riverbanks and berms, stopbanks, floodwalls, floodgates, structural walls, monitoring and maintenance. The new maintenance programme is set out in Section 4.4 and estimated maintenance costs are set out in Section 6.

## 5.5 Flood damage funding

Due to the variability of flood events and their unpredictability, determining an appropriate programming of flood damage maintenance expenditure is more difficult than estimating routine maintenance allowances. Annual flood damage maintenance expenditure will vary greatly, from virtually nothing to large costs when a substantial rock works sustain major damage. Costs over a number of years could be very low, then, during a period of more intense flooding, maintenance costs could increase greatly to well beyond the annual average.

Therefore, no sensible programming of the flood damage costs can be prepared. Rather the estimated annual average flood damage maintenance cost should be used to guide annual scheme funding, with the unexpended portion of the budgeted costs accumulated year by year. This level is estimated at \$15,000 per annum.

In the cases where there are significant flood damage repairs, the process established in section 5.6 would be utilised to reinstate the schemes to as new condition.

## 5.6 Non-routine maintenance costs

From time to time the Council needs to expend additional funds to maintain the level of protection offered by the flood control schemes because either the river channel dynamics have significantly changed or the Council's knowledge and understanding of the schemes has improved. This expenditure is not of a capital nature as the overall level of protection offered by the schemes has not changed. Accordingly, it is included in the Annual Works Rivers budget. This expenditure has to be funded using the same funding policy as the other maintenance expenditure.

The planned maintenance works are included in the reserve fund movements for the next ten years (refer to Councils AMP for the Lower Waitara River and Waitara River Flood Protections Schemes report, #905429. This expenditure is funded from the accumulated reserve fund balances. However, where the reserve balance is not sufficient to finance the maintenance works expenditure, then the level of the targeted rate would have to be increased.

## 5.7 Capital works funding

Capital expenditure that increases the level of protection provided by a scheme will generally be funded by either external or internal borrowing. This reflects the long life of the assets and the need to spread the costs of those assets over the life of the assets. Interest and principal repayments for the borrowing will be funded by the targeted rate.

## 5.8 Financial planning

The funding of expenditure on the Lower Waitara River Flood Protection Scheme is by way of a targeted rate. This is currently set to cover all expenditure in accordance with the Revenue and Financing Policy.

Any under-expenditure on the scheme is transferred to the North Taranaki/Waitara River Control Scheme reserve. Similarly, any over-expenditure is funded from a transfer out of the reserve. As at 30 June 2020 the balance of this reserve was approximately \$1.2 million.

Each year, the targeted rate is expected to fund the routine maintenance plus any flood damage maintenance work identified in the annual review of the schemes. As noted above, if there is an unusually high level of repairs arising out of the annual review then this will be funded via the process outlined in Section 5.1.

If there were no significant repairs arising out of the annual inspections then the reserve fund would continue to grow. The appropriate maximum level for the reserve needs to be considered.

This level is dependent upon the Council's ability to reinstate the assets as a result of a rare large damaging flood event. The Council has a philosophy of self-insurance to recover the service potential of the scheme assets after such an event. The estimated worst case scenario is total flood damage of \$500,000. The Council needs to be able to fund this level of expenditure at a maximum.

## 5.9 Funding for disaster relief

In all river flood control schemes the damage caused by the rare large floods is particularly hard to estimate and can vary greatly. This damage occurs at irregular intervals, with unpredictable timing. In the case of a major flooding event it is proposed that funding for reinstatement be accessed through the following hierarchy:

- First, any unused/uncommitted funds from the maintenance budgets for the river control schemes for that financial year will be used;
- Second, any balance remaining in the reserve fund will be used;
- Third, any surplus Council-wide cash and investment balances will be loaned to the scheme reserve fund; and
- Finally, consideration will be given to the raising of debt finance.

The individual options available will be considered on a case by case basis.



## 6. Maintenance and monitoring cost estimates

Table 4 sets out the ongoing cost of maintaining and monitoring of the Lower Waitara River Flood Protection Scheme.

The frequency of the works have been estimated but may vary as a result of the frequency of flood events and other changes that may necessitate more frequent activities in some areas.

The actual will vary from year to year but will be known when annual budgets are prepared.

Table 4: Long Term monitoring and Maintenance Requirements

Item	Work Description	Work Frequency	contractor cost	TOTAL annualised
		Years		Excluding Staff
<b>General</b>	General overview			
	Cross section survey Waitara	5	8,000	1,600
	Consultant	1	2000	2,000
<b>Riverbank and berms</b>	<b>Channel Management</b>			
	Vegetation control	1	7,000	7,000
	Rock riprap	1	3,000	3,000
	Rock bench tidy up	3	2,100	700
	Groyne replenishment	3	2,100	700
	Gravel beach mtce	5	5,000	1,000
<b>Stopbanks</b>	Detailed inspections			
	Survey	5	4,500	900
	Mowing	1	20000	20,000
	Miscellaneous mtce	1	8,000	8,000
	gates/ bollards	1	3000	3,000
	tracks and paths	1	3000	3,000
<b>TOTALS</b>				\$50,900

Frodo No.- 2573401 (sheet 2021-22)

Table 5 and Figure 8 set out the estimated cost of managing and maintaining the Lower Waitara River Flood Protection Scheme for the period 2021 to 2031.

The estimates separate the staff and internal cost from external costs that would be contracted out. The flood damage allowance is as per Section 5.3.

Table 5: Cost estimates 2021 to 2031

Year	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Contracting Costs	\$ 46,000	\$ 56,100	\$ 51,000	\$ 50,500	\$ 50,200	\$ 46,000	\$ 54,000	\$ 53,100	\$ 50,500	\$ 48,100
Total Annual Maintenance co	\$ 46,000	\$ 56,100	\$ 51,000	\$ 50,500	\$ 50,200	\$ 46,000	\$ 54,000	\$ 53,100	\$ 50,500	\$ 48,100

Note: In addition to these costs, an allowance for flood damage of \$15,000 is shared with the Lower Waiwhakaiho Flood Control Scheme and the Okato Scheme.

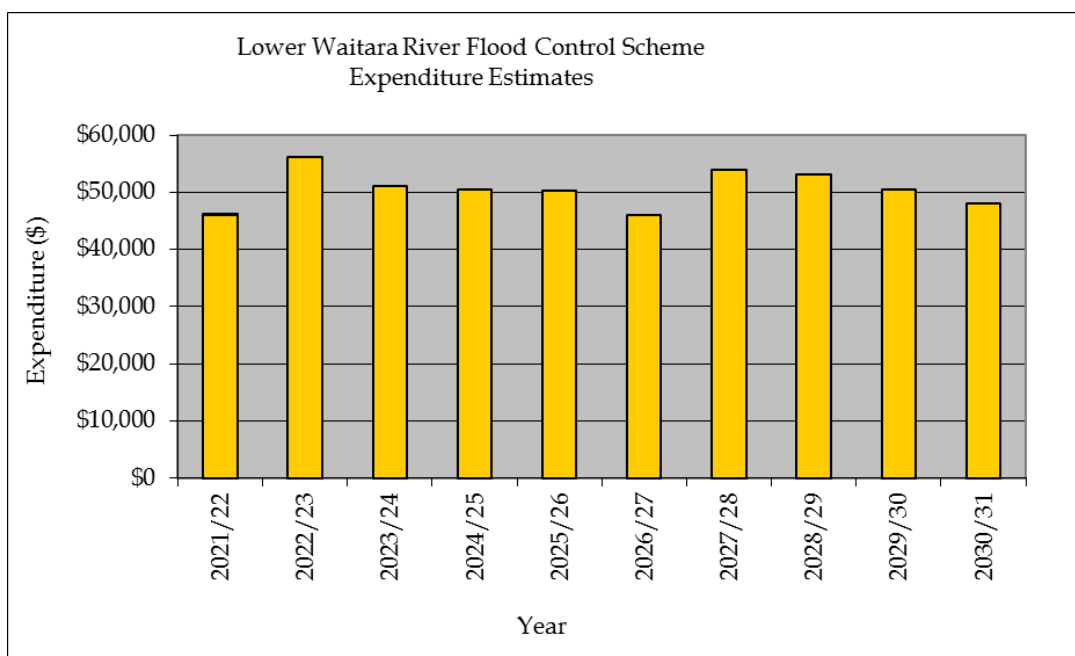


Figure 8: Cost estimates 2021 to 2031

## 7. Infrastructure Strategy

This Infrastructure Strategy identifies:

- the infrastructure issues for the Scheme for the period from 2015 to 2045; and
- the principle options for managing those issues and the implications of the options.

The Lower Waitara River Flood Control Scheme is currently (2014) being upgraded to provide protection to the 1% Annual Exceedance Probability (AEP) flood event with an allowance for increase flood levels arising from climate change to the year 2065. The upgrade works will be completed by 30 June 2016.

The land use in the area protected by the Scheme is a mixture of commercial, industrial and residential with the majority of the area being residential. The 1% AEP protection standard is considered to be the accepted standard for town the size of Waitara.

Changes in the land uses are likely to occur over time but it is unlikely that the percentages of land use type will vary significantly over the next 30 years. The value of the assets in Waitara protected by the Scheme are very unlikely to change significantly over the next 30 years to warrant an upgrade to a higher standard of protection. Notwithstanding this, once the current upgrade has been completed there is no plan to further upgrade to the level of service provided by the Scheme before 2065 as the Scheme will provide at least 1% AEP standard until that date.

The risk to the Scheme infrastructure arising from natural disasters is low. The nature and ongoing maintenance of the assets make them resistant to significant damage in large flood events. Any damage that did occur would be funded from Scheme Reserves. \$15,000 is budgeted each year for the repair of flood damage from the North Taranaki Schemes and if unspent, accumulates in the Scheme reserves account.

The Scheme has infrastructural assets that fall into six types. The following table sets out how the Council will manage these asset types.

Asset Type	Renewal or replacement requirements	Expenditure
Earth stopbanks	<ul style="list-style-type: none"> <li>• No replacement required. Stopbanks will be maintained to the design levels and standards</li> </ul>	Operational
Gabion basket structures	<ul style="list-style-type: none"> <li>• Gabion baskets have a design life in the order of 100 years. The first gabion baskets were constructed in the Scheme in 2014.</li> <li>• Some minor maintenance may be required.</li> <li>• No replacement required before 2047.</li> </ul>	Operational
Concrete structures	<ul style="list-style-type: none"> <li>• Concrete structures have a design life in the 50 to 100 year range. The concrete structures in the Scheme will all be constructed post 2014 as part of the Scheme upgrade works .</li> <li>• No replacement required before 2047.</li> </ul>	Nil
Concrete culverts and flood gates	<ul style="list-style-type: none"> <li>• All culverts and floodgates are New Plymouth District Council assets.</li> </ul>	Nil
Rock riprap	<ul style="list-style-type: none"> <li>• Rock does not need replacement. Minor topping up may be required very irregularly.</li> </ul>	Operational



Ancillary minor structures	<ul style="list-style-type: none"> <li>Gates, fences, access tracks and bollards have a life shorter than 30 years but individually have a low replacement cost and will be replaced as a maintenance activity as required</li> </ul>	Operational
----------------------------	---	-------------

### Risk Management

The following table sets out the risk faced by the Scheme assets by natural disasters and indicates the financial implications and potential size of the of that risk.

The potential risk to the Scheme assets arise from over design flood events and from earthquakes.

Asset Type	Disaster Type	Risk	Financial Risk	Expenditure type to fund repair
Earth stopbanks	Flood	Some minor damage possible. If a stopbank was to fail, the damage to the stopbank would be very localised	Minor	Operational
	Earthquake	Could suffer significant damage from cracking and slumping	Significant	Capital
Gabion basket structures	Flood	Minimal	Minor	Operational
	Earthquake	Could suffer significant damage from cracking	Medium	Capital
Concrete structures	Flood	Minimal	Minor	Operational
	Earthquake	Could suffer significant damage due to foundation failure	Significant	Capital
Rock riprap	Flood	Moderate risk of rock riprap needing to be repositioned or topped up	Moderate	Capital
	Earthquake	Minimal	Minor	Operational
Ancillary minor structures	Flood	Moderate risk of damage	Minor	Operational
	Earthquake	Minimal	Minor	Operational

The indicative estimated set out below for the management of the Scheme assets is drawn from Section 6 of this plan. There will be no capital expenditure over the next 30 year period.

Year(s)	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2036	2036/ 2041	2041/ 2046	2046/ 2051
Estimated operating costs (\$1000's)	46	56	51	51	50	46	54	53	51	48	255	255	255	255

### Assumptions Made

The assumptions made in determining the above estimates are:

- That the frequency and size/nature of the future maintenance works required are in line with that which has occurred over recent years.
- That the frequency of damaging flood events and the damage that occurs in these events does not change significantly.

## 8. Performance monitoring

---

As well as the regular inspection and monitoring of Lower Waitara River Flood Protection Scheme assets to ensure that they maintain their integrity and provide the required flood standard, there is a need to monitor the performance of the Scheme in relation to its protection standard.

Traditional performance monitoring techniques are not easily applied to management of river schemes. Outcomes depend on the occurrence of unpredictable flood events, and the nature of fluvial hydraulics is complex and subject to random phenomena. However, it is still possible to apply the general principles of monitoring. Indeed, performance monitoring is required in order to adequately manage the assets. Review of the asset management plan will also depend on findings of performance monitoring.

The goal of the Lower Waitara River Flood Protection Scheme is to maintain the risk of flood damage at acceptable levels, by maintaining the desired levels of flood protection and erosion control (note that the risk of flood damage rather than actual flood damage is referred to).

Cross section surveys are one of the most important monitoring programmes for management of the Lower Waitara River Flood Protection Scheme. The cross section surveys can be used to help identify volumetric changes to the river and stream channels and banks, and possibly local points of erosion or deposition. Using the cross-section information, changes in cross sectional area of the river that may impact on flood carrying capacity of the channel can be monitored and the design flood levels can be reassessed every fifteen years or so. Any significant reduction in channel cross section would require more frequent reassessment. Stopbank surveys are used to monitor the available freeboard.

### 8.1 River and stream channel cross sections

Full cross section surveys are to be undertaken on the Waitara River channel at 3 to 5 year intervals and compared with the previous cross sections to identify:

- whether or not there has been any significant change in the channel cross sectional area that may impact on the flood carrying capacity of the channel; and
- Whether or not there is any degradation trend that may be affecting the integrity of the erosion control works.

If significant changes are noted, the results of this monitoring must be referred to the Rivers Manager for assessment.

All cross section surveys must be drawn up, printed and hung in the engineering plan cabinet.

### 8.2 Flood level monitoring

On the Waitara River, flood flows that get to within 2 meters of the stopbank crest at any point along the river must be monitored closely. If possible maximum water levels must be

observed and pegged during the flood event and later surveyed. If the actual event cannot be monitored, as soon as possible after the flood event has receded, the highest debris marks must be carefully observed, pegged and surveyed.

Care must be taken with observing the debris levels especially on the steep sections of the river banks.

It cannot be stressed strongly enough how important this information is. Good actual flood information will enable the flood models to be checked and stopbank levels fine-tuned if required.

The Waitara River flood levels must be pegged from Browne Street at the upstream end of the left bank stopbank to the coast and on the right bank from the Town Bridge to the coast.

If practicable, flood levels should also be recorded upstream of the Town Bridge on the right bank and upstream of the SH3 Bridge on the left bank as far as possible. Flood levels downstream of SH3 are the most critical.

If flood levels are pegged during an event, the time at which the various parts of the river were pegged must be recorded.

### **8.2.1 Record keeping**

All monitoring records must be filed in the Council's electronic filing system with clear reference to the channel being monitored, and the dates of the event.

**Appendix 1**

**Inspection Sheets**

## Lower Waitara River Flood Control Scheme

### Detailed Left Bank Stopbank Inspection (6 – monthly)

1 of 7

Inspected by:			Date:		
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Browne Street to Toohill Park					
Grass cover					
Access track at toe					
Fences and gates					
Trees & weeds					
Toohill Park to Town Bridge					
Grass cover					
Trees & weeds					
Access road crossing					
Bollards					
Retaining walls u/s Town Bridge inside of bank					
Gabion basket flood wall					
Bank interface with Bridge					
Town Bridge to Wharf					
Grass cover					
Trees & weeds					
Bank interface with Bridge					

## Lower Waitara River Flood Control Scheme

### Detailed Left Bank Stopbank Inspection

(6 – monthly)

2 of 7

Inspected by:			Date:		
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
ANZCO concrete wall					
Apparent structural integrity					
Affect of trees					
Queen Street to Domett Street					
Grass cover					
Trees & weeds					
Access road crossing					
Bank interface with flood gate control structure					
Bollards and gates					
Marine Park					
Grass cover					
Trees & weeds					
Access road crossing					
Boating Club floodgate crossing					

## Lower Waitara River Flood Control Scheme

### Detailed Right Bank Stopbank Inspection (6 – monthly)

3 of 7

Inspected by:			Date:		
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Town Bridge to Mangaroa Island					
Grass cover					
Apparent structural integrity Rowing Club wall					
Access road crossing					
Fences, gates & bollards					
Trees & weeds					
Culvert crossing d/s end					
Mangaroa Island to Howard Street					
Grass cover					
Trees & weeds					
Access track crossing					
Fences, gates & bollards					
Culvert crossing d/s end					

## Lower Waitara Flood Control Scheme

### Detailed Riverbank and Berm Inspection (6 – monthly)

4 of 7

Inspected by:			Date:		
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Upstream of Browne Street					
Berm surface					
Trees & weeds					
Riverbank stability					
Access track					
Rock riprap					
Browne Street to Toohill Park					
Berm surface					
Trees & weeds					
Riverbank stability					
Access track					
Rock riprap					
Toohill Park to Town Bridge					
Berm surface					
Trees & weeds					
Riverbank stability					
Rock riprap					



## Lower Waitara Flood Control Scheme

### Detailed Riverbank and Berm Inspection

5 of 7

Inspected by:			Date:		
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Town Bridge to Wharf					
Berm surface					
Trees & weeds					
Riverbank stability					
Rock riprap					
Wharf to Queen Street					
Berm surface					
Trees & weeds					
Riverbank stability					
Rock riprap					
Queen Street to Boat Club					
Berm surface					
Trees & weeds					
Riverbank stability					
Rock riprap					
Boat Club to rivermouth					
Berm surface					
Trees & weeds					
Riverbank stability					
Rock riprap					

## Lower Waitara Flood Control Scheme

### Detailed Riverbank and Berm Inspection (6 – monthly)

6 of 7

Inspected by:			Date:		
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Town Bridge to Mangaroa Stream					
Berm surface					
Trees & weeds					
Riverbank stability					
Rock riprap					
Sealed access track					
Gravel access track					
Mangaroa Island					
Berm surface					
Trees & weeds					
Riverbank stability					
Downstream of Mangaroa Island					
Berm surface					
Trees & weeds					
Riverbank stability					
Rock riprap					

## Lower Waitara Flood Control Scheme

### Groynes (Annually) 7 of 7

Inspected by:				Date:	
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Large groynes - Town Bridge to SH3 Bridge					
Left Bank					
Right Bank					
Groynes and rock upstream SH3					
Left Bank					
Right Bank					

**Lower Waitara Flood Control Scheme**  
**Floodgates**  
**(6 – monthly)**  
**1 of 2**

Inspected by:				Date:	
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Upstream Town Bridge left bank					
Browne Street - 450mm					
Domett Street - 750mm					
Queen Street- 450mm					
West Quay - 250mm					
Town Bridge - 300mm					
Town Bridge to McNaughton St					
Pump station 1650 & 1200mm			internal gates		
ANZCO MID Big square			No gates		
Tanks - 600mm					
u/s milliscreen tanks - 450mm					
Milliscreen tanks - 300mm			No gates		
High St West u/s -375mm d/s 450mm					
High St to Pratt St - 375mm					
Pratt St - 450mm					
McNaughton St - 1600mm			No gates		
Wetland beside Boating Club					
Norman St - 275mm					
Sailing Club - 375mm					

## Lower Waitara Flood Control Scheme

### Floodgates (6 – monthly) 2 of 2

Inspected by:				Date:	
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Downstream Town Bridge right bank					
Richmond – 575mm					
High St East – 600mm					
Atkinson – 1200mm					
Howard - 2/1200mm					

NOTE: Any problems with the Waitara River floodgates must be referred directly to New Plymouth District Council.

The current (2012) contact person is: Rob Campbell 027 333 5698 06 759 6132

# **Lower Waiwhakaiho Flood Control Scheme**

## **Asset Management Plan**



Taranaki Regional Council  
Private Bag 713  
Stratford 4352

25 August 2020

Document: 1931168

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Summary

Objectives	<p>The Lower Waiwhakaiho Flood Control Scheme consists of a number of component infrastructural assets to provide the following:</p> <ul style="list-style-type: none"><li>• security from floods in the Waiwhakaiho River up to a flood flow of 1,180 cumecs (1% AEP) to the land in the Waiwhakaiho Basin (The Valley);</li><li>• security from floods in the Mangaone Stream up to a flood flow of 73 cumecs (1% AEP) to the land in the Waiwhakaiho Basin;</li><li>• minimal riverbank erosion; and</li><li>• an unobstructed and stable flood fairway within the maintenance reaches of the Waiwhakaiho River and Mangaone Stream.</li></ul>	
Term	<p>In perpetuity</p>	
Maintenance	<p>Maintenance is funded to ensure the Scheme objectives will be met.</p>	
Reporting	<p>Annually - Prepare annual maintenance plan and budget. - Discuss and agree with Council (report in LTP) - Report on works undertaken and costs to Council.</p> <p>Three Yearly - Revalue infrastructural assets</p> <p>Six Yearly - Review asset management plan. Agreed and adopted by Council.</p> <p>Flood Performance Report to Liaison Committee and Council on performance of scheme in all floods exceeding 750 cumecs at Rimu St.</p>	
Funding	Maintenance funded by:	Targeted rate over the New Plymouth District
	Damage repairs funded by:	Rates (as above) Financial reserves Reprioritising works Loan

<b>Financial reserves</b>	Aim to: <ul style="list-style-type: none"><li>- Build up reserves to meet above average planned expenditure.</li><li>- Draw down reserves to meet unexpected expenditure.</li></ul>
<b>Review of plan</b>	Review when there is a change in maintenance standards, a change in funding policy, or at 6 yearly intervals.

## **1. Introduction**

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### **1.1 The Plan**

This management plan has been prepared to assist those delegated the responsibility for managing the Lower Waiwhakaiho Flood Control Scheme on behalf of the Taranaki Regional Council (the Council).

The Lower Waiwhakaiho Flood Control Scheme fundamentally provides flood protection to the land in the Waiwhakaiho Basin. Figure 2 shows the location of the Scheme works area.

The Lower Waiwhakaiho Flood Control Scheme assets include earthen stopbanks, gabion basket stopbanks, concrete flood walls, rock riprap protection, and other erosion protection measures, floodgates, and plantings. The current valuation of these assets (in terms of Local Government requirements) to 30 June 2020 is \$3,541,750.

### **1.2 Purpose and ownership of the Plan**

The purpose of this Plan is to provide the means and mechanisms to enable the Scheme Manager to plan for the most efficient economic and sustainable management of the Lower Waiwhakaiho Flood Control Scheme.

The Lower Waiwhakaiho Flood Control Scheme assets need to be managed, to ensure they continue to effectively deliver scheme benefits on a long term, sustainable basis. Management requires provision for monitoring, maintenance and, in some instances, eventual replacement of these assets.

This Plan defines the objectives and performance standards for the Lower Waiwhakaiho Flood Control Scheme and the level of maintenance needed to ensure these are met at all times.

The Plan also provides a base against which Council's performance in maintaining these infrastructural assets can be measured. This management plan will provide a framework for technical and financial inputs relating to the assets and their impact on long term financial planning.

Responsibility for implementing the Plan lies with the Council, which is the body responsible for managing the asset.

### **1.3 Duration and review of the Plan**

The duration of the Plan is ten years from the date of formal preparation and acceptance by Council. However, this Plan has also been prepared with a 50-year planning horizon. Maintenance costs and rates are current to June 2020.

The Plan will be reviewed and updated, after six years or earlier if required, to ensure that the requirements of the community are met, and that the assets are maintained at their most effective levels of service.

## **1.4 Legislative requirements**

The principal statute affecting the management of infrastructure assets is the Local Government Act 2002 (the Act).

The Act empowers local authorities to provide a range of services. Specifically, the Act, together with the Soil Conservation and Rivers Control Act 1941, obligates regional councils to minimise and prevent damage by floods and erosion. The Council executing its responsibilities and powers as a catchment authority in terms of the Soil Conservation and Rivers Control Act 1941 constructed the schemes.

Part VI of the Act requires councils to effectively and efficiently manage their finances and assets. This involves planning for the maintenance, loss of service potential and capital upgrade of all assets. The associated funding for these commitments also needs to be provided for.

This asset management plan will assist the Council with defining the basis for determining long-term financial strategies. Information from the Plan will be used in preparing financial plans and statements required by the Act.

The Office of the Controller and Auditor-General (OAG) has a responsibility to ensure that councils comply with the requirements of the Local Government Act 2002. Part of this involves ensuring that councils are adequately providing for the ongoing maintenance, renewal and capital expenditure on infrastructure assets. The OAG has issued a number of guidelines to assist councils in the preparation of asset management plans.

## **1.5 Assumptions**

There are a number of assumptions made in preparation of this asset management plan. These are made using current knowledge and experience, but may vary with time and in the light of further experience. Further, they will be updated when the Plan is reviewed. The assumptions are:

- that the Council will continue to perform its existing functions in respect to the current legislation;
- there will be no major changes that impact upon the role of the Council in terms of soil conservation and river control; and
- financial projections are in 2019/2020 dollars.

## **1.6 Assets to be managed**

The Lower Waiwhakaiho Flood Control Scheme covers the Waiwhakaiho River downstream of Devon Road and particular assets in the Mangaone Stream catchment.

On the lower Waiwhakaiho River, the Scheme consists of:

- Flood protection stopbanks (compacted earth fill and gabion basket walls)
- A mass block retaining wall
- Erosion protection works (rock riprap)
- River channel berm areas
- Culvert headwalls
- Access track
- Fences and barriers

On the Mangaone Stream, the Scheme consists of

- Flood protection stopbanks (compacted earth fill and gabion basket walls)
- Erosion protection works (rock riprap)
- Stream channel berm areas
- Floodgated outlets
- Gabion spillway
- Culvert headwalls
- Concrete block flood walls

The location of the Waiwhakaiho Scheme assets are shown in Figure 3.

## 1.7 Scheme history

River and flood control works have occurred on the Waiwhakaiho River in isolated locations for many years. However, with the more recent development of the 40 hectares of flood prone land in the Waiwhakaiho Basin located on the right bank of the river downstream of Devon Road and the left bank of the Mangaone Stream downstream of Katere Road, a more concerted effort has been made to control flooding from the river.

Prior to the mid-nineties, the area of land now protected by the Lower Waiwhakaiho Flood Control Scheme was used for activities such as contractors yards, heavy industrial manufacturing, the New Plymouth show grounds, the stockcar track and gravel extraction and processing activities. These activities were less prone to damage by large flood events in the river than the current land use.

The Lower Waiwhakaiho Flood Control Scheme was constructed to give flood protection to the 40 hectares of land that was fast becoming developed for more commercial and light industrial uses. It was originally constructed in 1996 and 1997 in response to a large flood in the Mangaone Stream in April 1995. Work commenced with replacing the undersized culvert on the Mangaone Stream under Katere Road and was followed by the construction of the gabion basket floodwall along the left bank of the Mangaone Stream down to the culvert under State Highway 3. At the same time a gabion basket and reno mattress lined spillway was constructed over a length of undersized twin culverts in the then NZ Farmers Fertilizer Company property adjacent to Katere Road. Whilst the New Plymouth District Council

replaced the Katere Road culvert, the rest of the Scheme works were undertaken under the control and direction of the Council.

Works followed soon after to construct a new stopbank and the gabion basket walls along the right (east) bank of the Waiwhakaiho River commencing 160m downstream of the Devon Road Bridge and extending downstream along Rifle Range Road to the Mangaone Stream confluence. Construction of the Lower Waiwhakaiho River Flood Control Scheme was completed in August 1997.

The new stopbanks constructed in 1996/97 along the Waiwhakaiho River and the Mangaone Stream were designed to give flood protection against a 2% Annual Exceedance Probability (AEP) flood (50-year).

River bank protection works involving the placement of a heavy rock lining along the right bank of the channel were also undertaken at that time to prevent erosion of the narrow berm on the outside of the long bend in the river opposite the Firths concrete yard. The ford across the river downstream of the Firths concrete yard was removed from the river.

The provision of flood protection to this area allowed the large format retail development to proceed to the level that it has reached today. However in light of this development and the significant increase in the potential losses that would occur in the event of an over design flood occurring in either of the Waiwhakaiho River or Mangaone Stream, the Council decided in 2008 to commence an investigation into the raising of the protection standard on the Lower Waiwhakaiho Flood Control Scheme.

The investigation was separated into three stages.

Stage one, which focused on the Waiwhakaiho River, was completed in mid 2010. The results of this investigation determined a new design level for the Waiwhakaiho River stopbank from Constance Street to the Mangaone Stream confluence to contain a 100 year (1%AEP) flood event with 500 mm of freeboard and an allowance for climate change to the year 2060. Stage one of this upgrade was substantially completed in June 2011.

Stage two involved the construction of stopbanks along both sides of Mangaone Stream channel downstream of Devon Road (SH3) and changes to the Rifle Range Road culvert headwalls. These works were completed in 2012.

It was proposed that stage three would involve the construction of detention dams in the upper Mangaone Stream catchment but because of site difficulties and cost, this proposal was abandoned. Stage three finally involved increasing the capacity of the Devon Road and Katere Road culverts by raising their headwalls and raising the height of the stopbank along the left bank of the Mangaone Stream between Katere Road and Devon Road. The works were substantially completed in July 2013.

A more detailed table of dates and activities is set out at Appendix 1.

## 1.8 Catchment description

The Waiwhakaiho River has a catchment of some 136 square kilometers rising up onto the northern slopes of Mount Taranaki. Approximately 25 % of the catchment lies within the Egmont National Park above the 450 m contour. The river drains to the sea at Fitzroy with its last 4.5 kilometers separating the urban areas of New Plymouth and Bell Block. Refer to Figure 1.

The Mangaone Stream, its only significant lowland tributary, joins the main channel 1.5 kilometers upstream of its river mouth, at the downstream end of Waiwhakaiho Basin.

The Waiwhakaiho River is relatively incised in its lower reaches downstream of Egmont Village/SH3. Less than 100 meters downstream of Devon Road however, the floodplain widens out into the Waiwhakaiho Basin (The Valley), an area formerly used for industrial and recreational uses. Whilst a larger part of the area is used for industrial purposes, a significant proportion of the area is occupied by commercial and large format retail developments.

The grade of the river follows the normal pattern for rivers flowing off Mount Taranaki with very steep headwaters reducing to a much flatter grade downstream of Devon Road of approximately 0.4%. Ten Kilometers upstream of Devon Road the grade is about 1% and at the bush line about 4%.

Within the National Park, the catchment is still heavily bush covered but downstream of the Park the bush has nearly all been replaced with pasture. Isolated patches of bush do however remain in some areas and other areas have been planted in exotic trees.

Water is drawn from the river a short distance downstream of SH3, stored in Lake Mangamahoe and released again to the river through the Mangamahoe Power Station. This results in fluctuations in river level on a daily basis that do not appear to have any adverse effects on the stability of the lower river especially that reach of the Waiwhakaiho River managed by the Scheme.

The bed of the Waiwhakaiho River is made up of gravel with occasional outcrops of bedrock and laharic deposits. The gravel size is very large especially in its upper reaches. By the time the river has reached Devon Road where the grade has dropped significantly, the rock size has reduced considerably down to a maximum size of about 300mm. An increasing amount of finer material now appears to be moving down through the river system and building up in its lower reaches. A large amount of gravel drops out on the sharp bend in the river 350 meters downstream of Devon Road with slightly finer material moving through to the beach beside the Firths concrete plant.



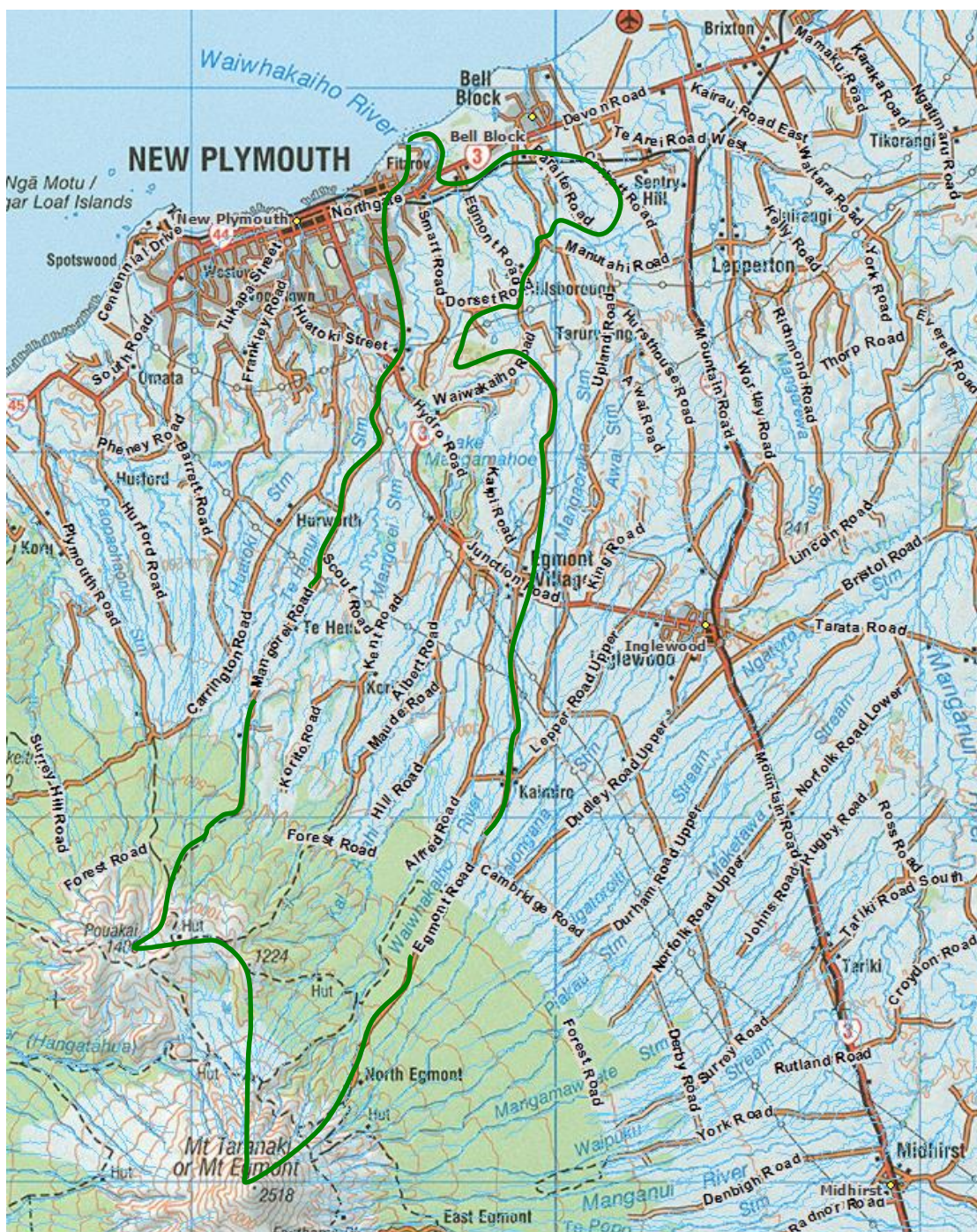


Figure 1: Waiwhakaiho Catchment

The left bank of the river downstream of Devon Road is characterized by a high terrace that drops drop down about 1500 meters downstream of Devon Road and in very large flood events water can spill over the left bank into Lake Rotomanu.

Flood waters historically flooded the Waiwhakaiho Basin every few years until the construction of the first significant stopbanking in 2005.



The Mangaone Stream forms part of the Lower Waiwhakaiho Flood Control Scheme as it can also contribute to flooding in the Waiwhakaiho Basin. The stream has a catchment of approximately 15 square kilometers and whilst most of it is in farmland, part of it along its northern edge is continuing to be developed into for industrial and commercial uses. The main stem of Mangaone Stream has its headwaters at about Hillsborough with a major tributary, the Manganaha Stream having its headwaters further to the south close to Egmont Village.

## **1.9 Climate**

Because of its exposure to disturbed weather systems from the Tasman Sea, the Taranaki region is often quite windy, but has few climate extremes. The most settled weather occurs during summer and early autumn. Summers are warm. Typical summer daytime maximum air temperatures range from 19°C to 24°C and seldom exceed 30°C. Winters are relatively mild with daytime maximum air temperatures ranging from 10°C to 14°C but are normally the most unsettled time of the year. Frost occurs inland during clear calm conditions in winter. Annual sunshine hours average about 2000 hours. Northwesterly airflows prevail and sea breezes occasionally occur along the coast during summer.

The mountain and ranges have a strong influence on rainfall in the area by attracting orographic type events which are often associated with frontal systems and depressions moving through the Tasman Sea. Annual rainfall on the upper slopes of the northern Egmont National Park ranges from 1500 to 5000mm.

Although the annual totals are quite high, the way in which rainfall is delivered is more significant. Also of significance is that only 25% of the catchment is located within the National Park and above the 450m contour.

### **1.9.1 Climate change**

Some of the predicted impacts of a moderate rate of climate change for Taranaki include changes in average temperature, sea level rise and rainfall patterns. In general, Taranaki, like much of the west coast of New Zealand, is likely to become warmer and wetter.

Climate scientists estimate that Taranaki's temperature could be up to 3°C warmer over the next 70-100 years. This compares to a temperature increase in New Zealand during last century of about 0.7°C. Taranaki could be up to 20% wetter with more varied rainfall patterns and flooding could become up to four times as frequent by 2070.

As extreme weather events become more frequent or severe, the costs and damages associated with them are also likely to increase.

Allowances have been made in the design of the Lower Waiwhakaiho Flood Control Scheme for the effects of climate change.

## 1.10 Land ownership

The Lower Waiwhakaiho Flood Control Scheme assets are located on land under a range of ownership situations and arrangements.

The stopbank is located on land that was owned by New Plymouth District Council, partly on reserve land that is vested in the District Council and partly on Crown Reserve. The District Council land was part Esplanade Reserve, part River Reserve, part stopped road and part road. The Council and New Plymouth District Council agreed that the most appropriate mechanism for the vesting of the District Council land to the Council was pursuant to section 237D of the Resource Management Act 1991 on the basis that all the land could be classified as Esplanade Reserve.

In consideration of New Plymouth District Council agreeing to vest the District Council land to the Council a consideration of \$1.00 inclusive of GST was provided. The Council further agreed to grant any easement in gross in favour of the New Plymouth District Council to protect any existing services which are located on the NPDC land.

The only land originally under the control of TRC is adjacent to Constance Street along to the end of Smart Road and on the river side of the privately owned land at 19 and 21 Constance Street.

The gabion basket wall located within 19 and 21 Constance Street is protected by way of a Memorandum of Encumbrance signed 20 November 1998.

The gabion basket wall along the Mangaone Stream between Devon Road and Rifle Range Road is protected by way of a Memorandum of Encumbrance signed 2012.

The gabion basket wall located on the left bank of the Mangaone Stream between Katere Road and Devon Road was located on private land and protected by way of a number of Memorandums of Encumbrance's signed in 1998.

As part of the 2013 upgrade to this bank, the land was purchased (peppercorn purchase) from three of the four landowners and the Memorandum of Encumbrance was released. The fourth landowner (Foodstuffs) as at 30 June 2014, have not yet agreed to sell the land but negotiations are still underway.

## 1.11 Protection standard

The Lower Waiwhakaiho Flood Control Scheme was designed to provide protection:

- from a 1,180 cumec flood in the Waiwhakaiho River with 500 mm of freeboard and an allowance for climate change through to the year 2060.
- From a 73 cumec flood event in the Mangaone Stream with 300mm of freeboard.

In 2010 these design flow rates were determined to be the 1% AEP (annual exceedance probability) flood events.

The scheme was upgraded to the 1% AEP standard between 2010 and 2013.

## 2. General scheme information

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### 2.1 Principal scheme features

#### 2.1.1 Objectives of the Scheme

The Lower Waiwhakaiho Flood Control Scheme consists of a number of component infrastructural assets to provide the following:

- security from floods in the Waiwhakaiho River up to a flood flow of 1,180 cumecs (1% AEP) to the land in the Waiwhakaiho Basin (The Valley);
- security from floods in the Mangaone Stream up to a flood flow of 73 cumecs (1% AEP) to the land in the Waiwhakaiho Basin;
- minimal riverbank erosion; and
- an unobstructed and stable flood fairway within the maintenance reaches of the Waiwhakaiho River and Mangaone Stream.

#### 2.1.2 Scheme works' boundaries

Refer to Figure 2.

##### **Waiwhakaiho River**

The flood control works on the Waiwhakaiho River extend from the Devon Road (SH3) Bridge of the downstream end of Rifle Range Road.

Maintenance works on the river channel will extend downstream of the Mangaone Stream confluence to maintain the capacity of the flood fairway.

##### **Mangaone Stream**

The main flood control works on the Mangaone Stream extend from the upstream side of the gabion floodway structure at Katere Road to the confluence with the Waiwhakaiho River.

Maintenance works on the stream channel will extend up to Egmont Road.

#### 2.1.3 Hydrology

##### **Waiwhakaiho River**

The design flood event for the Waiwhakaiho River is the 1,180 cumec flood with an allowance for climate change of 1.5 degrees C through to the year 2060. This is estimated to be the 1% AEP.

##### **Mangaone Stream**

The design flood event for the Mangaone Stream is the 73 cumec flood. This is estimated to be the 1% AEP.

The stopbanking on the channel between Katere Road and Devon Road carries 73 cumecs and the capacity of the culverts at Katere Road and Devon Road have been increased to pass the design flood flow by raising the culvert headwalls.

The channel downstream of Devon Road has been designed for a 73 cumec flow coinciding with a 700 to 800 cumec flood in the Waiwhakaiho River. Floods larger than this reduce the 300 mm of freeboard allowance until there is no freeboard when the 73 cumec flood flow in the Mangaone Stream coincides with the design flood flow of 1,180 cumecs in the Waiwhakaiho River.

#### **2.1.4 Overview of Scheme assets**

The majority of the flood protection and erosion control measures were built since 1995 when the original stopbanking was constructed on the Mangaone Stream and stopbanking, channel management and erosion control works were undertaken on the Waiwhakaiho River.

Significant upgrading on the Waiwhakaiho River stopbanks was undertaken in 2011.

The principal Scheme assets include the following:

- Gabion basket and reno mattress floodway (Mangaone Stream)
- Gabion basket stopbank wall (Mangaone Stream, Katere Road to Devon Road (raised in 2013))
- Gabion basket stopbank wall (Mangaone Stream, Devon Road to Rifle Range Road)
- Concrete block flood walls (Mangaone Stream)
- Earth stopbank (Mangaone Stream)
- Gabion basket stopbank wall (Waiwhakaiho River)
- Earth stopbank (Waiwhakaiho River)
- Massbloc wall (Waiwhakaiho River)
- Rock riprap lining (Waiwhakaiho River)
- Floodgated outlets (Mangaone Stream)
- Access track (Waiwhakaiho River)
- Headwall at the Katere Road, Devon Road and Rifle Range culverts (Mangaone Stream)

Note: The Katere Road Culvert and the Devon Road Culvert on the Mangaone Stream are not Scheme assets and were constructed by the New Plymouth District Council and NZTA respectively.



Figure 2: Scheme works area



## **3. Assets**

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### **3.1 Description of assets**

Refer to Figure 3.

#### **3.1.1 Earthfill stopbanks**

Earthfill stopbanks are compacted earth structures which provide protection to properties in the Waiwhakaiho Basin from flooding.

Stopbanks are built to a level and grade where they will not be overtopped by the design flood. They are constructed to meet appropriate compaction standards, batter slopes and top width to ensure their structural integrity.

#### **3.1.2 Gabion basket floodwalls**

Gabion basket floodwalls are wire mesh gabion baskets filled with river stones, with spray-concrete on their river side face, which provide protection to properties in the Waiwhakaiho Basin from flooding.

The floodwalls are built to a level and grade where they will not be overtopped by the design flood.

#### **3.1.3 Concrete block floodwalls**

Concrete block floodwalls are reinforced concrete block walls which provide protection to properties in the Waiwhakaiho Basin from flooding. They are used when there is insufficient area to construct an earth stopbank or gabion basket floodwall.

The floodwalls are built to a level and grade where they will not be overtopped by the design flood.

The floodwalls across the Rifle Range Road culvert have been constructed 500 mm higher than the adjacent stopbank to allow for future stopbank grading if required without having to raise the flood wall which would be structurally difficult.

#### **3.1.4 Massbloc retaining walls**

Massbloc retaining walls are one cubic metre blocks of lightweight open pore concrete stacked to retain the earthfill of a stopbank where a batter-slope cannot be accommodated.

#### **3.1.5 Gabion basket floodway**

A gabion basket floodway is a flood overflow channel constructed using gabion baskets and Reno Mattresses to provide an erosion resistant steep sided flood channel where there is insufficient room to form a natural earthen channel.

### **3.1.6 Rock riprap erosion protection**

Rock riprap is large rock placed mechanically on an eroded or potentially erodible riverbank to prevent riverbank erosion that may threaten the integrity of the adjacent stopbank.

The rock is sized and placed to meet particular standards to ensure it withstands the river forces that occur during large flood events.

### **3.1.7 Access track**

The access tracks in this context is a formed access track on the river side of the Waiwhakaiho River stopbank used to provide access to the river side of the stopbank and river bank for inspection and maintenance purposes.

### **3.1.8 Fences and gates**

Fences and gates including bollards are installed to control access onto or along stopbanks.

### **3.1.9 Floodgates**

Floodgates are steel or wooden flaps that are attached to the river end of a culvert through the stopbank and prevent floodwaters flowing up the pipe and flooding land on the inland side of the stopbank when the river level rises.

In the Lower Waiwhakaiho Flood Control Scheme on the Waiwhakaiho River, the pipes through/beneath the stopbank are the property of the New Plymouth District Council, as are the flood gates. However, given any failure of the gates can negate the benefits provided by the stopbanks, inspection and monitoring of the floodgates will be undertaken as part of the Scheme asset management activity. Pipes and floodgates on the Mangaone Stream are either privately owned or owned by the Council. The Council maintains Mangaone Stream pipes and floodgates.

### **3.1.10 Flood fairway (Berm)**

Whilst a flood fairway is not strictly an asset, it is included here in recognition of the need for ongoing maintenance to ensure that the flood carrying capacity of the river or stream channel is not lost as this will reduce the effectiveness of the Scheme's stopbank system.

The flood fairway includes that area of land adjacent to the river edge and below the design flood level.

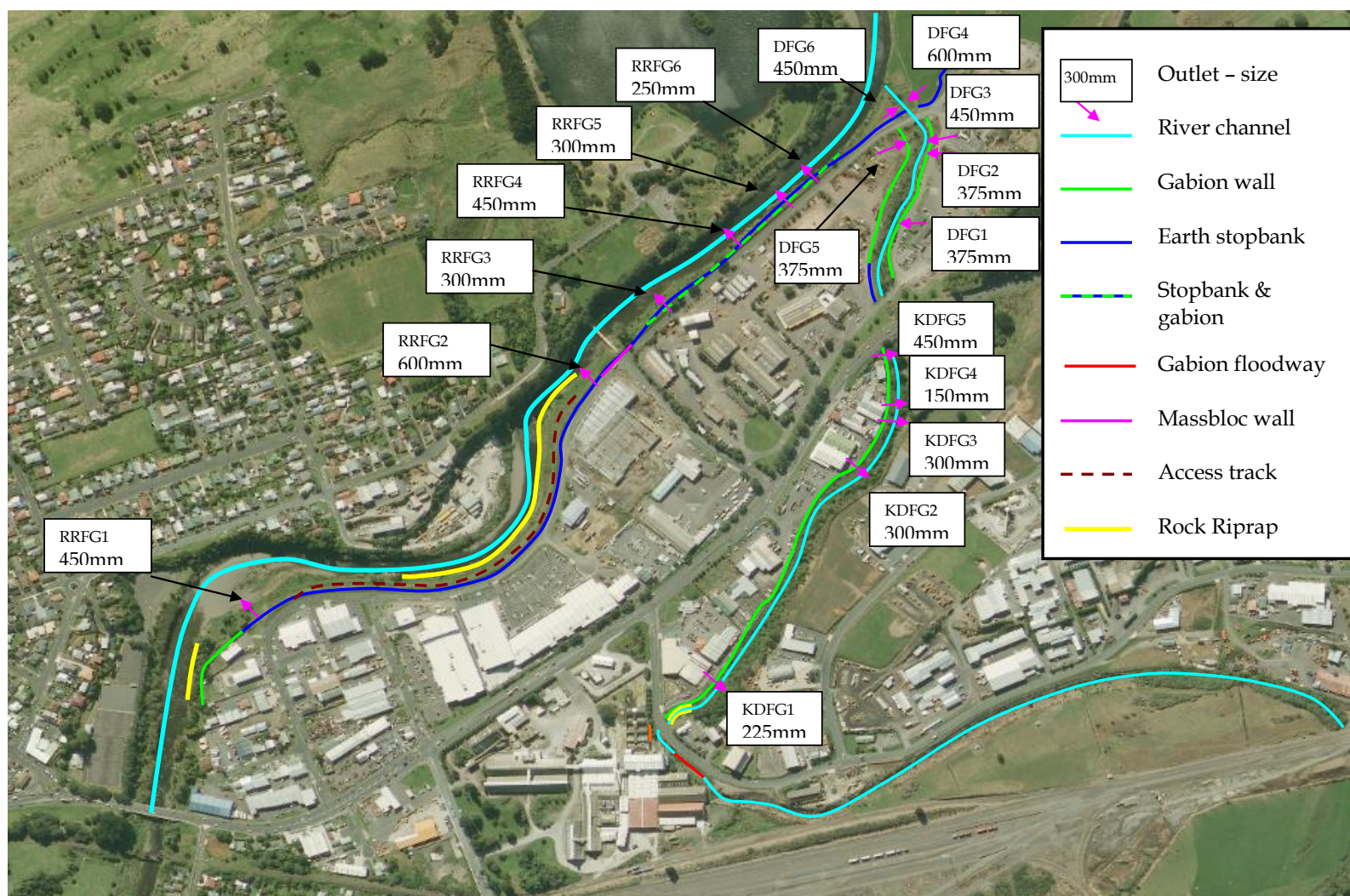


Figure 3: Asset Location  
Control Scheme Asset Management Plan  
Updated - 25 August 2020



## **3.2 Asset capacity – design standards**

### **3.2.1 Stopbanks, floodwalls and channels**

When the Lower Waiwhakaiho Flood Control Scheme works were first constructed in 1995, the design standard was the 2% AEP flood event known at that time.

The new design standard on the Waiwhakaiho River stopbank is the 1,180 cumecs (1% AEP flood event in 2010). Freeboard of 500 mm has been allowed for and the design flood level has included an allowance for climate change to the year 2060.

Hydraulic modeling on the Waiwhakaiho River is very difficult due to the steep channel, the sharp bend at Constance Street and the sudden changes in bed form. The hydraulic model used to determine the 1,180 cumec stopbank design level was calibrated with levels recorded in relatively small flood events and the flood profile was set by smoothing out a very irregular modeled flood profile.

The allowance of 500mm of freeboard and the allowance for increased flows due to climate change, make the design flood profile conservative for quite some time.

**Flood levels should be pegged and surveyed for each flood following a 3.9m warning being issues for the Waiwhakaiho River at Egmont Village.**

This will coincide with a flood flow of approximately 500 cumecs and these levels should be plotted and compared with a long section of the stopbank. If the flood level long section plot varies significantly from the stopbank long section, the information should be referred to a suitably qualified engineer for an assessment of the need for amendment to the design stopbank profile. Refer to Section 7.

The left bank stopbank on the Mangaone Stream between Katere Road and Devon Road was constructed following the 1995 flood. Hydraulic modeling undertaken in 2010 identified that the capacity of the channel was 54 cumecs with an allowance for 300 mm of freeboard. Stopbank raising works undertaken in 2013 have increased the channel capacity to 73 cumecs with 300mm of freeboard.

Downstream of Devon Road the stopbanking will contain the 73 cumec flow with 300mm of freeboard coincident with only a moderate flood flow in the Waiwhakaiho River. It is considered that the probability of 100 year flood events in the Waiwhakaiho River coinciding with 73 cumec flows in the Mangaone is lower than 1%.

### **3.2.2 Structures**

#### **(a) Floodgates**

Floodgates are designed to stop flow backing up tributary drains or pipe systems when the river channel is in flood and are designed to allow the drainage water to discharge to the river when the flood recedes.

All of the floodgated outlets on the Waiwhakaiho River are the responsibility of the New Plymouth District Council but should they fail to close during floods, the effectiveness of the

stopbank system is compromised. Therefore whilst the capacity of these floodgates is not an issue to be addressed by the Lower Waiwhakaiho Flood Control Scheme, ensuring they close effectively is.

There are a number of floodgated outlets along the Mangaone Stream between Katere Road and Devon Road that prevent backflow into the stormwater system servicing the adjacent properties. These floodgates are the responsibility of the Scheme.

(b) Culverts

There is only one significant culvert structure that is an asset managed by the Scheme and forms part of the spillway structure upstream of the Katere Road Culvert. The capacity of the structure has been checked and will pass the design flood flow.

The large culverts beneath Rifle Range Road and Katere Road, are the responsibility of the New Plymouth District Council; with the Devon Road culvert being the responsibility of NZTA.

The raised headwalls on these three structures are Scheme assets and have been constructed to increase the culvert capacity.

### **3.2.3 Edge protection**

Rock riprap is designed to remain effective in a design flood event and will depend on the velocity and the batter slope at the site. Rock in the Waiwhakaiho River and Mangaone stream has remained very stable and any future rock used in these channels must be of similar size and grading.

### 3.3 Physical parameters

**Table 1: Physical parameters**

Asset Type	Location	Life (years)	Quantity			
Waiwhakaiho River						
Stopbanks	Constance Street & Rifle Range Road	Indefinite	29,580	m³	1,360	m
Gabion basket Walls	Rifle Range Road	50/35	884	m³	320	m
Gabion basket Walls	Constance Street	50/35	390	m³	140	m
MassBloc walls	Rifle Range Road	50	320	each	125	m
Access Track	Rifle Range Road	20	2,100	m²	625	m
Rock Riprap	Rifle Range Road	Indefinite	4,934	tonnes		
Rock Riprap	Constance Street	Indefinite	80	tonnes		
Fences & Gates	Rifle Range Road	20	3	no.		
Mangaone Stream						
Gabion basket Walls	U/s Devon Road	35	1,430	m³	630	m
Gabion basket Walls	D/s Devon Road Right bank	50	260	m³	260	m
Gabion basket Walls	D/s Devon Road Left bank	50	210	m³	210	m
Rock Riprap	D/s Katere Road	Indefinite	500	tonne		
Gabion basket Spillway	U/s Katere Road	35	900	m³		
Culvert outlets/floodgates		20	7	no.		
Concrete Block walls	Rifle Range Rd	50	90	m²	56	m
Stopbank	Left bank d/s Devon Rd	Indefinite	150	m³	60	m
Culvert headwall	Devon Road	50	1	each		
Culvert headwall upgrade	Katere Road Timber/concrete	25/50	1	each		

### 3.4 Asset condition

#### 3.4.1 Stopbanks

Stopbanks on the Lower Waiwhakaiho Flood Control Scheme are built from either compacted Taranaki ash or with gabion baskets or a combination of both.

Whilst settlement of these banks and thus a reduction in the protection provided will be very small owing to the compaction that is readily achieved with the construction material, the level of the banks will be checked every 10 years.

Compacted earth stopbanks will be topped up if the survey shows that the crest has settled more than 150mm and gabion basket banks by more than 200mm.

On the Mangaone Stream, where the freeboard is only 300mm, topping up will be considered if the crest level is shown to reduce by more than 100mm. Settlement of the gabion basket banks is unlikely however.

Bank integrity can also be compromised by toe erosion, by wear and tear caused by vehicle access and pedestrian and bike access, and from large trees growing on the bank. These problems are exacerbated by the lack of adequate berm in some locations. Ongoing maintenance will prevent these issues becoming a problem.

However, it is possible that flood damage repair works may be needed in the future should river bank erosion put the bank at risk.

Stopbank asset condition will continue to be monitored by visual inspection, physical surveys and scheme reviews including detailed computer modeling.

### **3.4.2 Structures**

A regular programme of maintenance will be carried out on all structures. Asset condition is monitored by regular inspection. Structural concrete is inspected periodically.

### **3.4.3 Edge protection**

The condition of live edge protection in the Lower Waiwhakaiho Flood Control Scheme varies depending on its age and its previous maintenance. There are no new plantings and most of the old are largely native plantings along the downstream end of Rifle Range Road. Inspection of these plantings is undertaken regularly and any maintenance will involve replacement and trimming.

Rock riprap is generally in good condition and will be monitored periodically. Replenishment is generally not required but will be undertaken if the riprap reduces to 75% of the placed quantity.

## **3.5 Asset management system**

The Taranaki region has a relatively small number of river control schemes within which infrastructural assets have been constructed and these schemes have a relatively small number of assets.

Because of this, it is possible to manage and keep track of these assets with very simple tools. Other councils that have a large network of infrastructural assets generally have an array of asset management tools used for the management of their assets.

The infrastructural assets are recorded in a simple Excel spreadsheet located on TRC file system, Number 1356510

The Council does not have a Schedule of River Scheme Assets located within its financial record system.

### 3.6 Asset value

River scheme infrastructural assets in the Taranaki Region are valued at current replacement value.

The valuation of the Lower Waiwhakaiho Flood Control Scheme assets are reviewed and updated annually following a detailed inspection of the total Scheme. This is a practical option on the Waiwhakaiho Scheme as the area involved and the number of scheme assets is relatively small.

With the exception of the culverts and concrete walls, the values have been determined using unit rates obtained from the Scheme upgrade works undertaken in 2010/11 adjusted using CGPI indices.

The 2020 asset values are set out in Table 2 and in internal document 'Asset Valuation Spreadsheet: 2570974'.

**Table 2: Asset values**

Asset Type	Location	Quantity						Value 30/6/2020
	Waiwhakaiho River							
Stopbanks	Rifle Range Road	29,580	m³	1360	m		\$1,150,650	
Gabion Basket walls	Rifle Range Road	1274	m³	460	m		\$485,790	
Mass Block Wall	Rifle Range Road	320	Each	125	m		\$206,320	
Access track	Rifle Range Road	2100	m²				\$ 28,310	
Rock Riprap	Rifle Range Road	5014	tonnes				\$256,120	
Rock Groynes	Constance Street						\$ 18,430	
Fences and gates	Rifle Range Road	3	Each				\$ 5,790	
	Mangaone Stream							
Gabion Basket walls	u/s & d/s Devon Rd	1900	m³	1100	m		\$751,960	
Rock Riprap	Katere & Rifle Range Rds	500	tonnes				\$ 54,450	
Gabion Spillway	Katere Road	900	m³				\$414,610	
Culvert outlets	u/s & d/s Devon Rd	7	Each				\$ 19,920	
Culvert Headwall	Katere, Devon, RR						\$ 94,680	
Stopbank	d/s Devon Rd	150	m³	60	m		\$ 6,820	
Retaining wall anchor	u/s Devon Rd						\$ 18,530	
Works culvert ramp	Downer/Technix						\$ 29,370	
TOTAL							3,541,750	

## 4. Maintenance and renewals plan

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### 4.1 Asset management system

Maintenance refers to the work necessary to retain the operating standard or service capacity of the Scheme and to keep the asset operational. Because a natural river system is involved, the work needed cannot always be accurately forecast in time. However, experience gives a very good guide as to the type and general level of work necessary to meet scheme requirements in periods of 'normal' river flow i.e. the base level of maintenance.

Maintenance can include:

- Works to maintain a structural element e.g. a stopbank or a length of edge protection;
- Regular operational activities, e.g. fairway/channel weed spraying and mowing; and
- Replacement of elements of the system such as walls, culverts or floodgates.

The maintenance plan will set out the programmes and costs required to maintain the desired level of service.

### 4.2 Service levels

#### 4.2.1 General

The standard of protection provided by the Lower Waiwhakaiho Flood Control Scheme is 2010 - 1% AEP (100-yr flood) for flooding in the Waiwhakaiho River and the Mangaone Stream.

The hydraulic capacity provided by river control works can be determined with reasonable consistency and accuracy. The greater problem is in determining the security of the primary defenses - stopbanks, floodgates, natural terraces - against erosion. The level of risk of failure can only be estimated roughly.

The greater part of expenditure on maintenance of most river control systems is on erosion protection works. However as the Waiwhakaiho River has a stable strong bed, erosion control works that have been undertaken on the river in the main potential erosion areas are generally very stable and the risk of failure is very low. Consequently there is very little erosion that can threaten the stopbanks integrity. However despite this, no stopbanking system can guarantee absolute protection to the scheme design. Furthermore, it is difficult to precisely determine the risks of a stopbank breach occurring. An initial estimate is that there is a 90-95% likelihood that the stopbanks with adequate freeboard will withstand the design flood.

Minor damage to the erosion protection works at a critical location could result in a failure of the primary stopbanks, leading to inundation of a large part of the floodplain, i.e. the Scheme's value could be retained almost 100%, but its operating standard severely compromised.

Further, in many instances major damage to the erosion protection works could occur even though all floodwater is contained within the system.

#### **4.2.2 Stopbanks**

The Council will maintain the stopbanks to a level to ensure the design flood can be conveyed. For design standards see Section 3.2.

An ideal stopbank would have 3 metre top width and 2:1 batters as a minimum. However, the upgraded stopbanks on the Waiwhakaiho River have much steeper banks than this caused by a need to raise the bank to achieve the design standard but with no room to widen their base.

Access is to be available as far as possible along the top of the stopbank.

Settlement of up to 150mm of the freeboard will be allowed before stopbank reconstruction will be undertaken.

#### **4.2.3 Gabion basket walls**

The Council will maintain the gabion basket walls to a level to ensure the design flood can be conveyed. For design standards see Section 3.2.

A reduction from the design crest level of up to 200mm of the freeboard will be allowed before reconstruction will be undertaken. On the Mangaone Stream the reduction of only 100mm will be allowed.

#### **4.2.4 Structures and walls**

The Council will maintain all structures in a workable condition at all times to function to their design standards.

#### **4.2.5 Edge protection – rock riprap**

Rock riprap is generally in good condition and will be monitored periodically. Replenishment is generally not required but will be undertaken if the riprap reduces to 75% of the placed quantity of rock.

#### **4.2.6 Edge protection – plantings**

The condition of live edge protection in the Lower Waiwhakaiho Flood Control Scheme varies depending on its age and its previous maintenance. There are no new plantings and most of the old plantings, which are largely native plantings, are along the downstream end of Rifle Range Road. Inspection of these plantings is undertaken regularly and any maintenance will involve replacement and trimming.

#### **4.2.7 Drainage outlets and floodgates**

The flood gated drainage outlets on the Waiwhakaiho River are assets owned by the New Plymouth District Council.

TRC will inspect and clear the floodgated outlets on a regular basis as their failure will reduce to some extent the effectiveness of the stopbank system.

On the Mangaone Stream the outlets were installed to pass existing drainage flows through the stream bank beneath the gabion basket wall stopbanks.

TRC will inspect and clear the Mangaone Stream floodgated outlets on a regular basis and replace the gates and outlet pipes as required.

### **4.3 Maintenance history**

Up until 2010, maintenance work on the Lower Waiwhakaiho Flood Control Scheme has largely been limited to stopbank mowing, weed spraying and other vegetation control. The removal of gravel build up has also been undertaken from time to time.

Commencing in late 2010, a concerted programme of vegetation control work on both the Waiwhakaiho River and the Mangaone Stream was undertaken. This work has cleared all large vegetation off the left bank of the Waiwhakaiho River between Devon Road and the downstream edge of the Firths Concrete site. On the right bank, the congestion of trees and other vegetation from the back of 19 Constance Street to the Vickers Road pipe bridge have been cleared. In 2016 the remaining large vegetation on the right bank downstream of Devon Road was cleared.

Again since 2010, the buildup of weeds and vegetation has been cleared from the Mangaone Stream between Katere Road and Devon Road. This included trimming back native trees and removing weed trees from the Department of Conservation reserve on the right bank of the stream. This work was authorized by the Department. Upstream of Devon Road, weeds have been cleared from the gabion basket spillway area and from amongst the riparian planting along the left and right banks, upstream of the fertilizer works.

Gravel build up in the Waiwhakaiho riverbed has been cleared from time to time at the Constance Street Beach, the Firth Beach, and from the channel downstream of the Mangaone Stream confluence.

The Constance Street and Firth sites were heavily extracted in 2011. No resource consents were required for any of these maintenance works.

### **4.4 Maintenance programme**

The Council has developed a maintenance programme, which will minimize the risks of failures to the system, and thereby provide for the most efficient and economic operation, to the service standards determined previously. A detailed assessment has been undertaken of the work required to provide for the long term sustainable management of the Lower Waiwhakaiho Flood Control Scheme assets.

The key work components of this are summarised in Table 3, along with a general description of the activity and its estimated required frequency. Frequencies given are for the range of conditions anticipated throughout the scheme.

The Lower Waiwhakaiho Flood Control Scheme has been separated into three distinct components and subdivided further into reaches or items within those subcomponents.



This separation has been undertaken to ensure the components of the Scheme are inspected at a level that identifies all maintenance issues. Inspection and reporting at a large scale can result in important items being missed.

**Table 3: Maintenance frequency**

<b>Item/Activity</b>	<b>Description</b>	<b>Estimated Frequency</b>
<b>Channel/ Flood fairway</b> <ul style="list-style-type: none"> <li>• General overview</li> <li>• Cross section survey</li> <li>• Gravel beach survey</li> <li>• Gravel beach mtce</li> <li>• Berm mtce</li> </ul>	<ul style="list-style-type: none"> <li>• Overview and general inspection of channel</li> <li>• Resurvey at previous cross section locations</li> <li>• Survey gravel beach &amp; compare with cleared levels</li> <li>• Clear gravel buildup when required</li> <li>• Tree and weed clearing &amp; rough mowing</li> </ul>	<ul style="list-style-type: none"> <li>• 1 yearly</li> <li>• 5-7 yearly</li> <li>• 2-4 yearly</li> <li>• As required</li> <li>• 1 yearly</li> </ul>
<b>Riverbanks</b> <ul style="list-style-type: none"> <li>• Normal inspection</li> <li>• 6 Monthly inspection</li> <li>• Tree vegetation control</li> <li>• Vegetation control</li> <li>• Rock riprap</li> </ul>	<ul style="list-style-type: none"> <li>• Overview and general inspection of river banks</li> <li>• Detailed inspection looking for erosion damage to riverbanks &amp; rock works and vegetation congestion</li> <li>• Clear/maintain trees</li> <li>• spray/clear weeds</li> <li>• Realign, and top-up as inspection identified</li> </ul>	<ul style="list-style-type: none"> <li>• 1 yearly</li> <li>• 6 monthly</li> <li>• 2-3 yearly</li> <li>• 6 monthly</li> <li>• As required</li> </ul>
<b>Stopbanks</b> <ul style="list-style-type: none"> <li>• Detailed inspections</li> <li>• Survey</li> <li>• Mowing</li> <li>• Miscellaneous mtce</li> </ul>	<ul style="list-style-type: none"> <li>• Complete walkover inspection</li> <li>• Long section &amp; representative cross sections</li> <li>• Mow all grass stopbank areas</li> <li>• Miscellaneous minor repairs to grass cover, weed control, barriers</li> </ul>	<ul style="list-style-type: none"> <li>• 6 monthly</li> <li>• 5/10 yearly</li> <li>• Monthly</li> <li>• 1 yearly</li> </ul>
<b>Gabion walls</b> <ul style="list-style-type: none"> <li>• Detailed inspections</li> <li>• Grass, weed control</li> <li>• Gabion wire repair</li> <li>• Shotcrete repair</li> </ul>	<ul style="list-style-type: none"> <li>• Complete walkover inspection</li> <li>• Remove or spray</li> <li>• Patch or replace gabion</li> <li>• Patch damaged areas</li> </ul>	<ul style="list-style-type: none"> <li>• 1 yearly</li> <li>• 6 monthly</li> <li>• As required</li> <li>• As required</li> </ul>
<b>Floodgates</b> <ul style="list-style-type: none"> <li>• Operational check</li> <li>• Annual inspection</li> <li>• Replacement</li> </ul>	<ul style="list-style-type: none"> <li>• Regular operation check</li> <li>• Integrity check</li> <li>• Full replacement</li> </ul>	<ul style="list-style-type: none"> <li>• 2 monthly</li> <li>• 1 yearly</li> <li>• 25 years</li> </ul>
<b>Structures</b> <ul style="list-style-type: none"> <li>• Walls</li> <li>• Culverts</li> </ul>	<ul style="list-style-type: none"> <li>• Check Structure</li> <li>• Check Structure</li> <li>• Debris check and clearance</li> </ul>	<ul style="list-style-type: none"> <li>• yearly</li> <li>• 5 yearly</li> <li>• 6 monthly and after floods</li> </ul>

In general the priority order for maintenance work in the river scheme will be:

- retaining the integrity of the stopbanks;
- retaining the strength and integrity of erosion control works;
- keeping channels clear of obstruction; and
- maintenance of ancillary works.

#### 4.4.1 Programmed inspections

All programmed inspections must be recorded on the inspection sheets setout in Appendix B and filed in the inspections folder kept in the river engineering office.

All matters identified as needing action must be completed as soon as practicable and marked off on the inspection sheets once completed.

### 4.5 Maintenance costs

#### 4.5.1 Existing

The maintenance expenditure for the Lower Waiwhakaiho Flood Protection Scheme over recent years has been as follows:

2010/11	\$ 81,207
2011/12	\$ 55,862
2012/13	\$ 48,352
2013/14	\$ 23,333
2014/15	\$ 27,619
2015/16	\$ 36,694
2016/17	\$ 27,656
2017/18	\$ 59,468
2018/19	\$123,947
2019/20	\$ 47,410

#### 4.5.2 Asset maintenance expenditure requirements

All expenditure on infrastructure assets will fall into one of two categories: capital expenditure or operating expenditure.

##### (a) Capital Expenditure

Capital expenditure projects are those displaying one or more of the following characteristics:

- Construction works which create a new asset that did not previously exist in any shape or form.
- Expenditure which purchases or creates a new asset (not a replacement) or in any way improves an asset beyond its original design capacity.
- Upgrade works which increase the capacity of the asset.

*This work would be charged against a particular job cost code.*

##### (b) Operating expenditure

All maintenance, upgrading, reconstruction, renewal and renovation work that does not increase the capacity of assets is treated as operating expenditure.

Operating expenditure can be divided further into two; normal ongoing day to day routine maintenance works and those other more infrequent larger projects that upgrade or renew the asset to its full (or original) service potential.

- (i) Routine maintenance expenditure: Routine maintenance projects can be expected to display some of the following characteristics:
- Regular and ongoing annual expenditure necessary to keep the assets operating at the required level of service, e.g. inspections; management; liaison with ratepayers etc.
  - Day to day and/or general upkeep works designed to keep the assets operating, e.g. insurances, power costs.
  - Works which provide for the normal care and attention of the asset including repairs and minor replacements.
  - Minor response type remedial works i.e. isolated instances where portions or sections of a unit of an asset fail and need immediate repair to make the asset operational again.

*This work would be charged to: "North Taranaki River Maintenance" – 30 03 02 2455*

- (ii) Renewal expenditure: Work displaying one or more of the following attributes can be classified as renewal expenditure:
- Works which do not increase the capacity of the asset, i.e. works which improve and enhance the assets restoring them to (or below) their original size, condition, capacity, etc.
  - The replacement component of augmentation works which does not increase the capacity of the asset, i.e. that portion of the work which restores the assets to their original size, condition, capacity, etc.
  - The replacement component of a capital work which replaces the redundant element of an existing asset.
  - Reconstruction or rehabilitation works involving improvements, realignment and regrading.
  - Renewal and/or renovation of existing assets, i.e. restoring the assets to a new or fresh condition.

*This work would be charged to: "Maintenance Works Rivers" – 30 03 02 2466*

## 4.6 Expenditure

Expenditure in the foreseeable future will focus almost entirely on maintenance and renewals. The capital works component of the Lower Waiwhakaiho Flood Control Scheme was substantially completed by June 2013.

A long term programme of monitoring and maintenance works with detailed cost estimates and the average annual expenditure required to ensure the Scheme is maintained to its full service potential is set out in Section 6.

## **5. Funding and financial planning**

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### **5.1 Accounting policies**

It is the accounting policy of the Council that the Lower Waiwhakaiho Flood Control Scheme's assets are not depreciated. The funds required to maintain the asset in an as new condition are considered to be the maintenance budgets in the forthcoming period.

The Council uses the following procedures when applying the above policy:

- all expenditure (routine maintenance, flood damage maintenance and maintenance works) to maintain the existing as new condition (as required by the scheme objectives) is considered to be normal maintenance work and is financed as part of the maintenance budgets established for the period; and
- any additional new minor capital works that increases the assets performance ability are included in the capital works budget for the period, but, are still financed from the accumulated reserve funds.

The Council also indecently values the assets annually.

### **5.2 Revenue and financing policy**

It is the Council's policy that river control schemes are funded by targeted rates over the community benefiting from the protection.

The Lower Waitara and Waiwhakaiho schemes have catchments that, when combined, comprise a substantial portion of the New Plymouth district. Significant flood control assets are managed and maintained within these catchments but because of the types of assets involved, normal maintenance costs are relatively minor. Accordingly, the Lower Waitara and Waiwhakaiho Schemes are funded from a rate that is a 100% capital value based works and services rate, applied over the whole of the New Plymouth district. This system is considered to be the most administratively efficient and appropriate funding mechanism.

### **5.3 Funding for disaster relief**

The Taranaki Regional Council has made the decision to be self-funding in the event of a major disaster in the flood management scheme areas. This philosophy exists due to:

- the potentially high cost of insurance (relative to the benefits)
- the low probability of accessing Government or other disaster funding through participation in projects such as LAPP (Local Authority Protection Programme)
- the ability of the Council to reinstate the assets without significant financial implications

## 5.4 Routine maintenance costs

Routine maintenance costs for the scheme assets are relatively constant and easy to estimate. The cost of routine maintenance has been based in the past on historical trends. However, with the increase in the Lower Waiwhakaiho Flood Control Scheme's assets (including more stopbanking, and more emphasis on maintenance than has been the case in the past), detailed maintenance plan and estimates have been prepared. The estimated costs include monitoring and maintenance of riverbanks and berms, stopbanks, gabion basket floodwalls and floodway, floodgates and structural flood walls. The new maintenance programme is set out in Section 4.4 and estimated maintenance costs are set out in Section 6.

## 5.5 Flood damage funding

Due to the variability of flood events and their unpredictability, determining an appropriate programming of flood damage maintenance expenditure is more difficult than estimating routine maintenance allowances. Annual flood damage maintenance expenditure will vary greatly, from virtually nothing to large costs when a substantial rock work sustains major damage in a large flood event. Costs over a number of years could be very low, then, during a period of more intense flooding, maintenance costs could increase greatly to well beyond the annual average.

Therefore, no sensible programming of the flood damage costs can be prepared. Rather the estimated annual average flood damage maintenance cost should be used to guide annual scheme funding, with the unexpended portion of the budgeted costs accumulated year by year. This level is estimated at \$15,000 per annum. If unspent it is transferred to the North Taranaki/ River Control Schemes reserve.

In the cases where there are significant flood damage repairs, the process established in Section 5.8 would be utilised to reinstate the schemes to as new condition.

## 5.6 Non-routine maintenance costs

From time to time the Council needs to expend additional funds to maintain the level of protection offered by the flood control schemes because either the river channel dynamics have significantly changed or the Council's knowledge and understanding of the schemes has improved. This expenditure is not of a capital nature as the overall level of protection offered by the schemes has not changed. Accordingly, it is included in the annual maintenance expenditure budget. This expenditure has to be funded using the same funding policy as the other maintenance expenditure.

The planned maintenance works are included in the reserve fund movements for the next ten years. This expenditure is funded from the accumulated reserve fund balances. However, where the reserve balance is not sufficient to finance the maintenance works expenditure, then the level of the targeted rate would have to be increased.

## **5.7 Capital works funding**

Capital expenditure that increases the level of protection provided by a scheme will generally be funded by either external or internal borrowing. This reflects the long life of the assets and the need to spread the costs of those assets over the life of the assets. Interest and principal repayments for the borrowing will be funded by the targeted rate.

Following the first stage of the review of the Lower Waiwhakaiho Flood Control Scheme, the Council made provision for some \$1.5 million spread over a three to four years period to fund the proposed scheme upgrade. The technical review of the Waiwhakaiho Flood Control Scheme as it related to the Waiwhakaiho River was completed in 2010 and detailed design work to upgrade the flood protection standard on the Waiwhakaiho River to the 100 year standard with an allowance for climate change to 2060 was completed in June 2011.

Stage 1 of the upgrade was completed in 2010/11. Stage 2 involving works on the lower Mangaone Stream was completed in 2012 and stage 3 involving the works on the mid Mangaone Stream was completed in 2013.

## **5.8 Financial planning**

The funding of expenditure on the Lower Waiwhakaiho Flood Control Scheme is by way of a targeted rate. This is currently set to cover all expenditure in accordance with the Revenue and Financing Policy.

Any under-expenditure on the scheme is transferred to the North Taranaki/Waitara River Control Scheme reserve. Similarly, any over-expenditure is funded from a transfer out of the reserve. As at 30 June 2020 the balance of this reserve was approximately \$1.2 million.

Each year, the targeted rate is expected to fund the routine maintenance plus any flood damage maintenance work identified in the annual review of the schemes. As noted above, if there are an unusually high level of repairs arising out of the annual review then this will be funded via the process outlined in Section 5.1.

If there were no significant repairs arising out of the annual inspections then the reserve fund would continue to grow. The appropriate maximum level for the reserve needs to be considered.

This level is dependent upon the Council's ability to reinstate the assets as a result of a rare large damaging flood event. The Council has a philosophy of self-insurance to recover the service potential of the scheme assets after such an event. The estimated worst case scenario is total flood damage of \$500,000. The Council needs to be able to fund this level of expenditure as a maximum.

## **5.9 Funding of disaster relief**

In all river flood control schemes the damage caused by the rare large floods is particularly hard to estimate and can vary greatly. This damage occurs at irregular intervals, with

unpredictable timing. In the case of a major flooding event it is proposed that funding for reinstatement be accessed through the following hierarchy:

- First, any unused/uncommitted funds from the maintenance budgets for the river control schemes for that financial year will be used;
- Second, any balance remaining in the reserve fund will be used;
- Third, any surplus Council-wide cash and investment balances will be loaned to the scheme reserve fund; and
- Finally, consideration will be given to the raising of debt finance.

The individual options available will be considered on a case by case basis.

## 6. Maintenance and monitoring cost estimates

Table 4 sets out the ongoing cost of maintaining and monitoring the Lower Waiwhakaiho Flood Control Scheme.

The frequency of the works have been estimated but may vary as a result of the frequency of flood events and other changes that may necessitate more frequent activities in some areas.

The actual will vary from year to year but will be known when annual budgets are prepared.

Table 4: Long Term monitoring and maintenance requirements

Item	Work Description	Work Frequency	contractor cost	TOTAL annualised average
		Years		Excluding Staff
<b>General</b>	<b>General overview</b>		-	-
	Cross section survey Waiwhakaiho	5	20,000	4,000
	Cross section survey Mangaone	5	6,000	1,200
	Consultants	1	2,500	2,500
	Flood warning system (proposed)	1	40,000	40,000
<b>Riverbank and berms</b>	<b>Channel Management</b>		-	
			-	
	Vegetation control	1	7,000	7,000
	Rock riprap	1	3,000	3,000
	Gravel beach mtce	5	2,000	400
<b>Stopbanks</b>	Detailed inspections		-	
	Survey	5	1,500	300
	Mowing	1	10,000	10,000
	Miscellaneous channel mgmtmtce	1	10,000	10,000
	gates/ bollards	1	2,500	2,500
	tracks and paths	1	2,000	2,000
	floodgates	1	2,000	2,000
<b>TOTALS</b>				<b>\$84,900</b>

Spreadsheet Frodo No. 2572980 – (Sheet 2021-2022 plus)

Table 5 and Figure 4 set out the estimated cost of managing and maintaining the Lower Waiwhakaiho Flood Control Scheme for the period 2021 to 2031.

The estimates separate the staff and internal cost from external costs that would be contracted out. The flood damage allowance is as per Section 5.5.



Table 5: Cost estimates 2021 to 2031

Year	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Contracting Costs	79,000	85,000	81,000	79,000	100,500	85,000	81,000	79,000	79,000	100,500
Total Annual Maintenance cost	79,000	85,000	81,000	79,000	100,500	85,000	81,000	79,000	79,000	100,500

Note: In addition to these costs, an allowance for flood damage of \$15,000 per annum is shared with the Lower Waitara River Flood Control Scheme and the Okato Scheme.

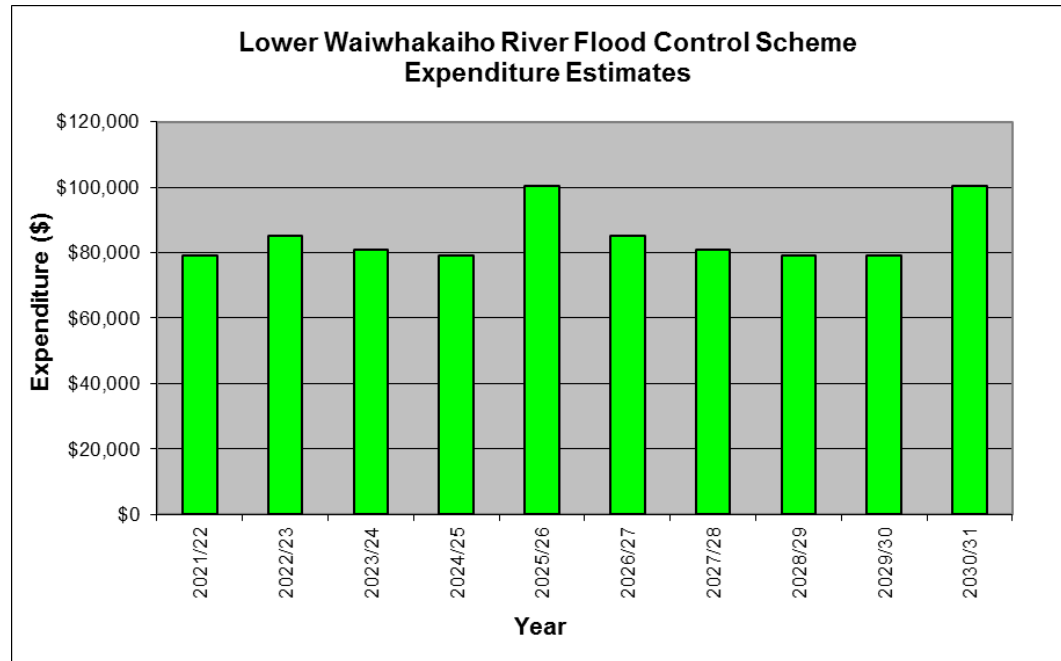


Figure 4: Cost estimates 2021 to 2031

## 7. Infrastructure strategy

This infrastructure Strategy identifies:

- the infrastructure issues for the Scheme for the period from 2015 to 2045; and
- the principle options for managing those issues and the implications of the options.

The Waiwhakaiho Flood Control Scheme has been upgraded to provide protection from a flood in the Waiwhakaiho River of 1180 cumecs and from the Mangaone Stream of 73 cumecs. These were considered in 2010 to have a 1% Annual Exceedance Probability (AEP) and have made allowance for increased flood levels arising from climate change to the year 2060. The upgrade works were completed in July 2014.

The land use in the area protected by the Scheme is 98% commercial and industrial with approximately 2% residential. The 1% AEP protection standard is considered to be the accepted standard for an area largely used for commercial and industrial uses.

Changes in the industries and commercial entities are likely to occur in the area protected by the Scheme over the life of this strategy but the land use would most likely continue to be commercial and industrial. In the very unlikely event that a change in land use would result in an increase in the percentage of residential land use, the protection standard provided by the Scheme would still be appropriate and therefore a further capital upgrade would not be required.

There is no planned upgrade to the level of service provided by the Scheme before 2060 as the Scheme will provide at least 1% AEP standard until that date.

The risk to the Scheme infrastructure arising from natural disasters is low. The nature and ongoing maintenance of the assets make them resistant to significant damage in large flood events. Any damage that did occur would be funded from Scheme Reserves. \$15,000 is budgeted each year for the repair of flood damage from the North Taranaki Schemes and if unspent, accumulates in the Scheme reserves account.

The Scheme has infrastructural assets that fall into seven types. The following table sets out how the Council will manage these asset types.

Asset Type	Renewal or replacement requirements	Expenditure
Earth stopbanks	<ul style="list-style-type: none"> <li>• No replacement required. Stopbanks will be maintained to the design levels and standards</li> </ul>	Operational
Gabion basket structures	<ul style="list-style-type: none"> <li>• Gabion baskets have a design life in the order of 100 years. The first gabion baskets were constructed in the Scheme in 1997.</li> <li>• Some minor maintenance may be required.</li> <li>• No replacement required before 2047.</li> </ul>	Operational
Concrete structures	<ul style="list-style-type: none"> <li>• Concrete structures have a design life in the 50 to 100 year range. The concrete structures in the Scheme were all constructed since 2011 as part of the Scheme upgrade works.</li> <li>• No replacement required before 2047.</li> </ul>	Nil
Concrete culverts	<ul style="list-style-type: none"> <li>• Concrete culverts have a design life of at least 50 years.</li> <li>• The earliest culverts installed as part of the Scheme were constructed in 1997 as part of the initial Scheme construction works.</li> </ul>	Nil

	<ul style="list-style-type: none"> <li>No replacement required before 2045.</li> </ul>	
Aluminum and galvanised floodgates	<ul style="list-style-type: none"> <li>Aluminum floodgates will not need replacing before 2047.</li> <li>Galvanised floodgates may need replacing prior to 2047. Current asset value of all floodgates is \$5,000 and would be replaced as required from annual maintenance funding.</li> </ul>	Operational
Rock riprap	<ul style="list-style-type: none"> <li>Rock does not need replacement. Minor topping up may be required very irregularly. The Waiwhakaiho River and Mangaone Streams have stable beds resulting in stable riprap works that require minimal attention.</li> </ul>	Operational
Ancillary minor structures	<ul style="list-style-type: none"> <li>Gates, fences and bollards have a life shorter than 30 years but individually have a low replacement cost and will be replaced as a maintenance activity as required</li> </ul>	Operational

## Risk Management

The following table sets out the risk faced by the Scheme assets by natural disasters and indicates the financial implications and potential size of that risk.

The potential risk to the Scheme assets arise from over design flood events and from earthquakes.

Asset Type	Disaster Type	Risk	Financial Risk	Expenditure type to fund repair
Earth stopbanks	Flood	Some minor damage possible. If a stopbank was to fail, the damage to the stopbank would be very localised	Minor	Operational
	Earthquake	Could suffer significant damage from cracking and slumping	Significant	Capital
Gabion basket structures	Flood	Minimal	Minor	Operational
	Earthquake	Could suffer significant damage from cracking and toppling	Medium	Capital
Concrete structures	Flood	Minimal	Minor	Operational
	Earthquake	Minimal	Minor	Operational
Concrete culverts	Flood	Minimal	Minor	Operational
	Earthquake	Could have fractures in culverts that would need replacing	Minor	Capital
Aluminum & galvanised floodgates	Flood	Minor damage to floodgates	Minor	Operational
	Earthquake	Minimal		Operational
Ancillary minor structures	Flood	Moderate risk of damage	Minor	Operational
	Earthquake	Minimal		Operational
Rock riprap	Flood	Moderate risk of rock riprap needing to be repositioned or topped up	Minor	Capital
	Earthquake	Minimal	Minor	Operational

The indicative estimated set out below for the management of the Scheme assets is drawn from Section 6 of this plan. There will be no capital expenditure over the next 30 year period.

Year(s)	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2036	2036/ 2041	2041/ 2046	2046/ 2051
Estimated operating costs (\$1000's)	79	85	81	79	101	85	81	79	79	101	425	425	425	425

#### Assumptions Made

The assumptions made in determining the above estimates are:

- That the frequency and size/nature of the future maintenance works required are in line with that which has occurred over recent years.
- That the frequency of damaging flood events and the damage that occurs in these events does not change significantly.

## 8. Performance monitoring

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As well as the regular inspection and monitoring of the Lower Waiwhakaiho Flood Control Scheme assets to ensure that they maintain their integrity and provide the required flood standard, there is a need to monitor the performance of the Scheme in relation to its protection standard.

Traditional performance monitoring techniques are not easily applied to management of river schemes. Outcomes depend on the occurrence of unpredictable flood events, and the nature of fluvial hydraulics is complex and subject to random phenomena. However, it is still possible to apply the general principles of monitoring. Indeed, performance monitoring is required in order to adequately manage the assets. Review of the asset management plan will also depend on findings of performance monitoring.

The goal of the Lower Waiwhakaiho River Flood Control Scheme is to maintain the risk of flood damage at acceptable levels, by maintaining the desired levels of flood protection and erosion control (note that the risk of flood damage rather than actual flood damage is referred to).

River and stream cross section surveys are one of the most important monitoring programmes for management of the scheme. The cross section surveys can be used to help identify volumetric changes to the river and stream channels and banks, and possibly local points of erosion or deposition. Using the cross-section information, the design flood levels can be reassessed every fifteen years or so, and the stopbank surveys used to monitor the available freeboard.

### 8.1 River and stream channel cross sections

Full cross section surveys are to be undertaken on the Waiwhakaiho River and the Mangaone Stream Channel at 5 to 7 year intervals and compared with the previous cross sections to identify:

- whether or not there has been any significant change in the channel cross sectional area that may impact on the flood carrying capacity of the channel; and
- Whether or not there is any degradation trend that may be affecting the integrity of the erosion control works.

If significant changes are noted, the results of this monitoring must be referred to the Rivers Manager for assessment.

All cross section surveys must be drawn up, printed and hung in the engineering plan cabinet.

## **8.2 Flood level monitoring**

### **8.2.1 Rivers and streams**

#### **Waiwhakaiho River**

On the Waiwhakaiho River, flood flows that get to within 2.5 meters of the stopbank crest at any point along the river must be monitored closely. If possible, maximum water levels must be observed and pegged during the flood event and later surveyed. If the actual event can not be monitored, as soon as possible after the flood event has receded, the highest debris marks must be carefully observed, pegged and surveyed.

Care must be taken with observing the debris levels especially on the steep sections of the river banks.

It cannot be stressed strongly enough how important this information is. The stopbank design has been prepared with relatively poor calibration data and good actual flood information will enable the flood models to be checked and stopbank levels fine-tuned if required.

The Waiwhakaiho flood levels must be pegged from 100 m upstream of Devon Road if possible to as far as is practicable downstream of the Mangaone Stream confluence. The most critical section however is between Devon Road and the Mangaone Stream confluence.

If flood levels are pegged during an event, the time at which the levels were observed must be recorded.

#### **Mangaone Stream**

On the Mangaone Stream, flood flows that get to within 1.5 meters of the stopbank crest at any point along the Stream must be monitored closely. If possible maximum water levels must be observed and pegged during the flood event and later surveyed. If the actual event can not be monitored, as soon as possible after the flood event has receded, the highest debris marks must be carefully observed, pegged and surveyed.

If flood levels are pegged during an event, the time at which the levels were observed must be recorded.

The flood levels must be pegged from Katere Road to the confluence with the Waiwhakaiho River.

### **8.2.2 Record keeping**

All monitoring records must be filed in the Council's electronic filing system with clear reference to the channel being monitored, and the dates of the event.

**Appendix 1**

**History**

The following lists the key historical events that have occurred on the Scheme since 1980.

1980	<ul style="list-style-type: none"> <li>Flooding occurred – no plans for stopbanking</li> <li>The need for culvert upgrade and stopbanking identified</li> </ul>
1990	<ul style="list-style-type: none"> <li>Breach on Waiwhakaiho left bank in Cylone Hilda into Lake Rotomanu</li> </ul>
1990/91	<ul style="list-style-type: none"> <li>Waiwhakaiho River Water Management Plan prepared</li> </ul>
1994	<ul style="list-style-type: none"> <li>Plans being prepared to develop Waiwhakaiho Basin into industrial park</li> </ul>
1994/95	<ul style="list-style-type: none"> <li>Funding for Waiwhakaiho investigation secured</li> </ul>
21/4/1995	<ul style="list-style-type: none"> <li>Large flood in Mangaone Stream flooded Fitzroy Engineering and land to the left of Mangaone Katere Rd to Devon Rd</li> </ul>
1995	<ul style="list-style-type: none"> <li>Flood protection ideas and priorities reassessed following flood</li> </ul>
Dec 1995	<ul style="list-style-type: none"> <li>TRC adopted a proposal to construct a stopbank along Waiwhakaiho River to protect against a 2% AEP flood</li> <li>Including flood wall along the left bank of Mangaone from Katere Rd to Devon Rd estimated cost \$860k</li> <li>NPDC to replace undersized Katere Rd culvert</li> <li>Fertiliser factory to fund upstream floodway construction</li> </ul>
Jan 1996	<ul style="list-style-type: none"> <li>TRC advised Mangaone landowners that it would fund 60% of left bank stopbank works</li> </ul>
Oct 1996	<ul style="list-style-type: none"> <li>Farmers Fertiliser Works to fund overflow channel – design completed \$170k</li> </ul>
1996	<ul style="list-style-type: none"> <li>TRC grants consent for stopbank and river works</li> <li>Gravel removed from Waiwhakaiho River downstream of Devon Rd</li> <li>Laharic outcrop in Waiwhakaiho River upstream of SH3 lowered</li> <li>Ford across Waiwhakaiho River removed</li> </ul>
Jan 1997	<ul style="list-style-type: none"> <li>3000 m<sup>3</sup> Rock riprap placed along left bank (Vickers Road) \$86.5k to protect bank and sewer line – funded by New Plymouth District Council</li> <li>All in-channel work completed April 1997</li> </ul>
Mar 1997	<ul style="list-style-type: none"> <li>Contract let to Hurlstone Earthmoving Ltd to construct Waiwhakaiho River stopbank \$246,625.50</li> </ul>
Dec 1997	<ul style="list-style-type: none"> <li>Mangaone Stream Gabion Contract let to Action Blast Clean Ltd - \$123,713.70. Work completed April 98</li> </ul>
2008-2010	<ul style="list-style-type: none"> <li>Tonkin and Taylor undertook detailed investigation and preliminary design/flood modeling of Waiwhakaiho River and Mangaone Streams</li> </ul>
Oct 2010	<ul style="list-style-type: none"> <li>Major clearance of overgrown vegetation on Waiwhakaiho River and Mangaone Stream commenced</li> <li>Waiwhakaiho River right bank downstream of Devon Road</li> <li>Waiwhakaiho River left bank adjacent to Firths</li> <li>Mangaone Stream Katere Rd to Devon Road</li> <li>Mangaone Stream upstream of Katere Road</li> </ul>
2010/11	<ul style="list-style-type: none"> <li>Tonkin &amp; Taylor determined design flood profile Waiwhakaiho River. This was adjusted and finalized by John Philpott – Rivers Manager</li> </ul>
Jan 2011	<ul style="list-style-type: none"> <li>Contract let to Taranaki Civil Construction to upgrade Waiwhakaiho River flood protection from 2% AEP to 1% AEP with 500 mm freeboard and 50 years climate change allowance (Stage 1)</li> </ul>
June 2011	<ul style="list-style-type: none"> <li>Practical Completion Certificate for Stage 1 upgrade contract issued</li> </ul>
Dec 2012	<ul style="list-style-type: none"> <li>Practical Completion Certificate for Stage 2 upgrade contract issued</li> </ul>
Mar 2013	<ul style="list-style-type: none"> <li>Practical Completion Certificate for Stage 2a upgrade contract issued</li> </ul>
July 2013	<ul style="list-style-type: none"> <li>Practical Completion Certificate for Stage 3 upgrade contract issued</li> </ul>
June 2020	<ul style="list-style-type: none"> <li>DHI hydraulic modelling and revised design levels (Frodo # 2530000)</li> </ul>



**Appendix 2**

**Inspection Sheets**

## Lower Waiwhakaiho Flood Control Scheme

### Detailed Stopbank Inspection (6 – monthly)

River Name:	Waiwhakaiho River		Date:	
Inspected by:				
Constance St to Vickers Rd				
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required	Date Actioned
Grass cover				
Access track				
Ramps, top of bank crossings, gates, & bollards				
Manholes Surrounding Ground				
Vickers Rd to Mangaone Stm				
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required	Date Actioned
Grass cover				
Trees & weeds				
Massbloc wall interface				
Outer toe support				
Mangaone Stm to end of bank				
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required	Date Actioned
Grass cover Stock damage ??				
Trees & weeds				
Concrete wall interface				
Access track & ramps				

## Lower Waiwhakaiho Flood Control Scheme

### Gabion Basket Stopbank Inspection

(6 – monthly)

River Name:	Waiwhakaiho River	Date:	
Inspected by:			
Upstream of Constance St.			
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required
Gabion wire			
Shotcrete			
Toe support & grass cover			
Grass & weeds			
Vickers Rd to Mangaone Stm			
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required
Gabion wire			
Shotcrete			
Grass & weeds			
Damage by trees ??			

### Massbloc Wall Inspection

(6 – monthly)

River Name:	Waiwhakaiho River	Date:	
Inspected by:			
End of Vickers Road			
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required
Block integrity			
Block alignment			
Grass & weeds			

**Lower Waiwhakaiho Flood Control Scheme**  
**Gabion Basket Stopbank Inspection and stopbank**  
**(6 – monthly)**

River Name:	Mangaone Stream		Date:		
Inspected by:					
Katere Rd to Devon Rd					
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Gabion wire					
Shotcrete					
Grass & weeds					
Foundation issues					
Devon Rd culvert headwall					
Devon Rd to Rifle Range Rd Left Bank					
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Gabion wire					
Shotcrete					
Grass & weeds					
Stopbank					
Devon Rd to Rifle Range Rd Right Bank					
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Gabion wire					
Shotcrete					
Grass & weeds					
Concrete wall interface					

## Lower Waiwhakaiho Flood Control Scheme

### Katere Road Spillway

(6 – monthly)

River Name:	Mangaone Stream		Date:		
Inspected by:					
Katere Road					
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Headwall structure					
Gabion Wire					
Grass & weeds					
Culverts					

## Lower Waiwhakaiho Flood Control Scheme

### Detailed Riverbank and Berm Inspection (6 – monthly)

River Name:	Waiwhakaiho River		Date:	
Inspected by:				
Upstream of Constance St.				
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required	Date Actioned
Berm surface				
Trees & weeds				
Riverbank stability				
Rock riprap				
Constance St to Vickers Rd				
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required	Date Actioned
Berm surface				
Trees & weeds				
Riverbank stability				
Rock riprap				
Vickers Rd to Mangaone Stm				
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required	Date Actioned
Berm surface				
Trees & weeds				
Riverbank stability				
Rock riprap				

## Lower Waiwhakaiho Flood Control Scheme

### Detailed Riverbank and Berm Inspection (6 – monthly)

River Name:	Mangaone Stream		Date:	
Inspected by:				
Upstream of Katere Road				
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required	Date Actioned
Berm surface				
Trees & weeds				
Riverbank stability				
Rock riprap				
Katere Rd to Devon Rd				
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required	Date Actioned
Grass cover				
Trees & weeds left bank				
Trees & weeds right bank				
Rock riprap				
Devon Rd to Waiwhakaiho				
	<div style="display: flex; justify-content: space-between;"> <div>Condition</div> <div></div> </div> <div style="display: flex; justify-content: space-between;"> <div>Good</div> <div>Poor</div> </div>	Comment	Action Required	Date Actioned
Grass cover Stock damage ??				
Trees & weeds left bank				
Trees & weeds right bank				
Rock riprap				

## Lower Waiwhakaiho Flood Control Scheme

### Structures (Annually)

River Name:	Mangaone Stream		Date:	
Inspected by:				
Katere Road Mangaone Stream Culvert				
	<div>Condition</div> <div>Good    Poor</div>		Comment	Action Required
Upstream headwall integrity				
Ravensdown wall integrity				
Devon Road Mangaone Stream Culvert				
	<div>Condition</div> <div>Good    Poor</div>		Comment	Action Required
Upstream headwall integrity				
Rifle Range Road floodwalls on Mangaone Stream Culvert				
	<div>Condition</div> <div>Good    Poor</div>		Comment	Action Required
Upstream wall integrity				
Downstream wall integrity				



## Lower Waiwhakaiho Flood Control Scheme

### Floodgates (6 – monthly)

Inspected by:		Date:								
River Name:	Waiwhakaiho River									
Rifle Range Road										
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">Condition</th> <th rowspan="2">Comment</th> <th rowspan="2">Action Required</th> <th rowspan="2">Date Actioned</th> </tr> <tr> <th>Good</th> <th>Poor</th> </tr> </table>	Condition		Comment	Action Required	Date Actioned	Good	Poor		
Condition		Comment	Action Required				Date Actioned			
Good	Poor									
RRFG1 (upstream) - 450mm										
RRFG2 - 600mm										
RRFG3 - 300mm										
RRFG4 - 450mm										
RRFG5 - 300mm										
RRFG6 (downstream) - 250mm										
River Name:		Mangaone								
Downers side										
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">Condition</th> <th rowspan="2">Comment</th> <th rowspan="2">Action Required</th> <th rowspan="2">Date Actioned</th> </tr> <tr> <th>Good</th> <th>Poor</th> </tr> </table>	Condition		Comment	Action Required	Date Actioned	Good	Poor		
Condition		Comment	Action Required				Date Actioned			
Good	Poor									
DFG1 (upstream) - 375mm										
DFG2 - 375mm										
DFG3 - 450mm										
DFG4 (downstream) - 600mm										
Technix Side										
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th colspan="2">Condition</th> <th rowspan="2">Comment</th> <th rowspan="2">Action Required</th> <th rowspan="2">Date Actioned</th> </tr> <tr> <th>Good</th> <th>Poor</th> </tr> </table>	Condition		Comment	Action Required	Date Actioned	Good	Poor		
Condition		Comment	Action Required				Date Actioned			
Good	Poor									
DFG5 (upstream) - 375mm										
DFG6 (downstream) - 450mm										
Katere Rd to Devon Rd										
KDFG1 (upstream) - 225mm										
KDFG2 - 300mm										
KDFG3 - 300mm										
KDFG4 - 150mm										
KDFG5(downstream) - 450mm										

NOTE: Any problems with the Waiwhakaiho River floodgates must be referred directly to New Plymouth District Council.

The current (2013) contact person is: Rob Campbell 027 333 5698 06 759 6132

Lower Waiwhakaiho Flood Control Scheme Asset Management Plan  
Updated – 25 August 2020

# Okato Scheme

## Asset Management Plan



Taranaki Regional Council  
Private Bag 713  
Stratford 4352

27 August 2020

Document: 1939779

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**APPENDICES**

- A Capital Works – Stony River overflow control**
- B Scheme Inspection Forms**

## 1. Introduction

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### 1.1 The Plan

This Management Plan has been prepared to assist those delegated the responsibility for managing the Okato Scheme on behalf of the Taranaki Regional Council (the Council).

The Okato Scheme comprises works in the Stony River and Kaihihi Stream primarily to protect the Okato community and to manage a short reach of the Stony River upstream and downstream of the SH45 Bridge. Figure 4 shows the location of the Scheme.

The Okato Scheme assets include earthen stopbanks, river training groynes, rock riprap and flood overflow channels. Works on the Stony and the Kaihihi involve the management of in-channel gravel build up, the maintenance of bank protection and alignment control works, the maintenance of river edge vegetation, and the maintenance of stopbanks and overflow channels.

The current valuation of these assets (in terms of Local Government requirements) to 30 June 2020 is \$413,420.

### 1.2 Purpose and ownership of the Plan

The purpose of this Plan is to provide the means and mechanisms to enable the Scheme Manager to plan for the most efficient economic and sustainable management of the Okato Scheme.

The Okato assets need to be managed, to ensure they continue to effectively deliver scheme benefits on a long term, sustainable basis. Management requires provision for monitoring, maintenance and in some instances eventual replacement of these assets.

This Plan defines the objectives and performance standards for the scheme and the level of maintenance needed to ensure these are met at all times.

The Plan also provides a base against which the Council's performance in maintaining these infrastructural assets can be measured. This management plan will provide a framework for technical and financial inputs relating to the assets and their impact on long term financial planning.

Responsibility for implementing the Plan lies with the Council, which is the body responsible for managing the asset.

### 1.3 Duration and review of the Plan

The duration of the Plan is ten years from the date of formal preparation and acceptance by Council. This Plan has also been prepared with a 30-year time horizon. Maintenance costs and rates are current to June 2020.

The Plan will be updated, after the proposed capital works are completed and then reviewed again after ten years or earlier if required, to ensure that the requirements of the community are met, and that the assets are maintained at their most effective levels of service.

## **1.4 Legislative requirements**

The principal statute affecting the management of infrastructure assets is the Local Government Act 2002 (the Act).

The Act empowers local authorities to provide a range of services. Specifically, the Act, together with the Soil Conservation and Rivers Control Act 1941, obligates regional councils to minimise and prevent damage by floods and erosion. The Council executing its responsibilities and powers as a catchment authority in terms of the Soil Conservation and Rivers Control Act 1941 constructed the schemes.

Part VI of the Act requires councils to effectively and efficiently manage their finances and assets. This involves planning for the maintenance, loss of service potential and capital upgrade of all assets. The associated funding for these commitments also needs to be provided for.

This asset management plan will assist the Council with defining the basis for determining long-term financial strategies. Information from the Plan will be used in preparing financial plans and statements required by the Act.

The Office of the Controller and Auditor-General (OAG) has a responsibility to ensure that councils comply with the requirements of the Local Government Act 2002. Part of this involves ensuring that councils are adequately providing for the ongoing maintenance, renewal and capital expenditure on infrastructure assets. The OAG has issued a number of guidelines to assist councils in the preparation of asset management plans.

## **1.5 Assumptions**

There are a number of assumptions made in preparation of this asset management plan. These are made using current knowledge and experience, but may vary with time and in the light of further experience. Further, they will be updated when the Plan is reviewed. The assumptions are:

- that the Council will continue to perform its existing functions in respect to the current legislation;
- there will be no major changes that impact upon the role of the Council in terms of soil conservation and river control; and
- financial projections are in 2020/2021 dollars.

## **1.6 Assets to be managed**

The Okato Scheme covers the Stony River from 500m downstream of the SH45 Bridge to 1850 m upstream of the bridge, and the Kaihihi Stream from the upstream edge of Okato Township to the SH45 Bridge.

The Scheme Assets include:

#### **Stony River**

- The right bank river training rock riprap downstream of the SH45 Bridge
- The stopbanks/ guide banks and flood overflow channels on the right bank of the River between 1000m and 1800m upstream of the SH45 Bridge.

#### **Kaihihi Stream**

- Rock riprap at three sites on the right bank of the Stream and three sites on the left bank
- A series of snub groynes at two locations on the right bank
- Two sections of stopbank on the left bank upstream of Old South Road

The extent of the Scheme is shown in Figure 2 with Figure 3 showing the location of the Scheme assets in more detail.

## **1.7 Background**

The Taranaki Regional Council has undertaken works in both the Stony River and the Kaihihi Stream over the years funded by a targeted rate on New Plymouth and North Taranaki constituencies. These works have been included in the “Minor Scheme Works” funding category.

The Stony River is a steep and aggressive river contained to a large degree in an incised channel over most of its length from Wiremu Road to SH45. Whilst serious erosion to its banks is occurring at some locations, the cost of works to control this erosion would be very high and clearly not cost effective. The Stony River has a very steep catchment of some 51 km<sup>2</sup> that rises to above 2,000m on the very unstable western slopes of Mount Taranaki.

With the exception of a very large item of work to control the rivers alignment upstream of Wiremu Road, works in the Stony River have to a large degree been undertaken to maintain the alignment of the channel in the reach of river from 600m upstream to 600m downstream of the SH45 Bridge. This work has been undertaken to encourage the large volumes of gravel transported down the river to this point to move through to the lower river and not build up and threaten the highway bridge and properties in that reach.

The much smaller Kaihihi Stream is equally as steep as the Stony River in its lower reaches but although its catchment is greater than 75% of the Stony, its flood flows are significantly smaller because its headwaters only rise to an elevation of approximately 800m on the more stable Pouakai Ranges.

Whilst the Kaihihi Stream channel is much more stable than the Stony River channel, erosion still occurs along its unconsolidated stony river banks and relatively coarse gravel deposits build up on the insides of bends resulting in erosion on the opposite banks. Erosion also occurs from time to time during flood events over relatively straight reaches of the Stream.

Numerous works have been undertaken in the Kaihihi Stream over the years. These include; river bank protection works required following the removal in 1990 of the Okato Dairy Factory Water Intake Weir that was located approximately 220m upstream of the SH45

Bridge; bank protection works at a number of sites including that adjacent to and upstream of the Old South Road swing bridge; a stopbank to provide flood protection to the Okato swimming pool complex; and the extraction of gravel that builds up from time to time at a number of locations along the stream channel adjacent to Okato.

On-going river alignment and maintenance works have occurred in the Stony River but very little if any on-going maintenance is undertaken on the Kaihihi Stream other than some gravel removal from time to time.

## **1.8 Current river issues (2020)**

### **1.8.1 Stony River**

The large flood in April 2008 remobilised a large amount of bed material within the Stony River channel and significant quantities of gravel are now moving downstream in what are relatively small flood events. Accelerated erosion on the upper mountain is also threatening to further increase this bed load and may result in more adverse effects in the not too distant future.

On-going works have been required every one to two years in the 1.2 kilometre reach of the river centred on the SH45 Bridge to maintain as far as practicable a relatively straight alignment that maximises the rivers grade and thus its ability to transport the large volumes of gravel material through this reach. Approximately \$25,000 has been spent annually on average on this reach of the river to manage the gravel deposits and control the channel's alignment. This work will need to continue.

In the reach of the Stony River between 1000m and 1800m upstream of the SH45 Bridge, the river has in the past, overflowed its banks and flowed in northerly direction to join the Kaihihi Stream where it flows along the southern edge of Okato, and flowed down Kaihihi Road. The last time that this occurred was in the flood in April 2008. This flood caused damage to the farm through which it flowed, the Kaihihi Stream itself and to commercial properties at the intersection of Kaihihi Road and SH45. It is clear from the topography of the overflow area that this has occurred many times in the distant past.

Whilst these overflows are uncommon, with large volumes of gravel being transported by the Stony River from its upper reaches and increases in rainfall arising from the effects of climate change, they are likely to occur more regularly in the future.

Works required to reduce the risk of overflows causing future damage to the area were undertaken as capital works in 2013. The assets and their maintenance are included and allowed for in this plan.

### **1.8.2 Kaihihi Stream**

After the 2008 flood, a detailed inspection of the Kaihihi Stream, over a length of 1.7 km from the SH45 Bridge to the upstream extent of Okato Township, identified a number of sites where river management and maintenance problems were evident. These included:

- areas of trees and vegetation that were reducing the flood carrying capacity of the channel and were or have the potential to cause river bank erosion;



- large trees that had fallen into the channel and are diverting the stream flow and cause erosion;
- the build up of gravel on the insides of bends, causing or having the potential to cause erosion on the opposite stream bank;
- heavy rock riprap and snub groynes that will need on-going maintenance especially following large flood events; and
- the stopbank that prevents flooding of the Okato Swimming Pool complex requiring maintenance and upgrading.

The adverse effects arising from the removal of the old dairy factory water supply weir upstream of the SH45 Bridge has been addressed and the river is now relatively stable through this reach.

Whilst the works required to manage and maintain the Kaihihi Stream channel are relatively minor in nature, failure to manage the channel and maintain the existing stream works will not only result in damage to a series of private properties, it will cause damage to a number of community assets such as part of the Stony River Walkway that runs along the right bank of the stream upstream of the Old South Road swing bridge, the swing bridge itself, the Okato Swimming Pool, and land under the control of the Department of Conservation, and the New Plymouth District Council.

Downstream of SH45, the Kaihihi Stream is heavily congested in parts with old willow trees that are diverting the stream channel in places, causing erosion and flooding of the adjacent properties. The land affected is owned by a relatively small number of landowners, some of whom have undertaken works to protect their own properties and others who have done very little, with their inactivity in some places adversely affecting neighbouring properties. It is not proposed that the stream downstream of SH45 is brought into the Scheme.

## 1.9 Climate

Because of its exposure to disturbed weather systems from the Tasman Sea, the Taranaki region is often quite windy, but has few climate extremes. The most settled weather occurs during summer and early autumn. Summers are warm. Typical summer daytime maximum air temperatures range from 19°C to 24°C but seldom exceed 30°C. Winters are relatively mild with daytime maximum air temperatures ranging from 10°C to 14°C but are normally the most unsettled time of the year. Frost occurs inland during clear calm conditions in winter. Annual sunshine hours average about 2000 hours. Northwesterly airflows prevail and sea breezes occasionally occur along the coast during summer.

The mountain and ranges have a strong influence on rainfall in the area by attracting orographic type events which are often associated with frontal systems and depressions moving through the Tasman Sea. Annual rainfall on the upper slopes of the northern Egmont National Park ranges from 1500 to 5000mm.

### 1.9.1 Climate change

Some of the predicted impacts of a moderate rate of climate change for Taranaki include changes in average temperature, sea level rise and rainfall patterns. In general, Taranaki, like much of the west coast of New Zealand, is likely to become warmer and wetter.

Climate scientists estimate that Taranaki's temperature could be up to 3°C warmer over the next 70-100 years. This compares to a temperature increase in New Zealand during last century of about 0.7°C. Taranaki could be up to 20% wetter with more varied rainfall patterns and flooding could become up to four times as frequent by 2070.

As extreme weather events become more frequent or severe, the costs and damages associated with them are also likely to increase.

### **1.10 Land ownership**

The land within the area included in the Okato Scheme is either privately owned, or under the control of the New Plymouth District Council or the Department of Conservation.

### **1.11 Protection standard**

No particular protection standard has been adopted for the Okato Scheme. The stopbanking and overflow channel that will guide water that spills from the Stony River will be constructed to a standard that will give the best practicable standard of protection without unduly affecting the farm through which it will be constructed.

The rock riprap on the Kaihihi will be sized to prevent damage in a 100 year event. The standard applied when the stopbank upstream of old South Road was constructed is unknown. This will be examined further when the stopbank is upgraded/maintained.

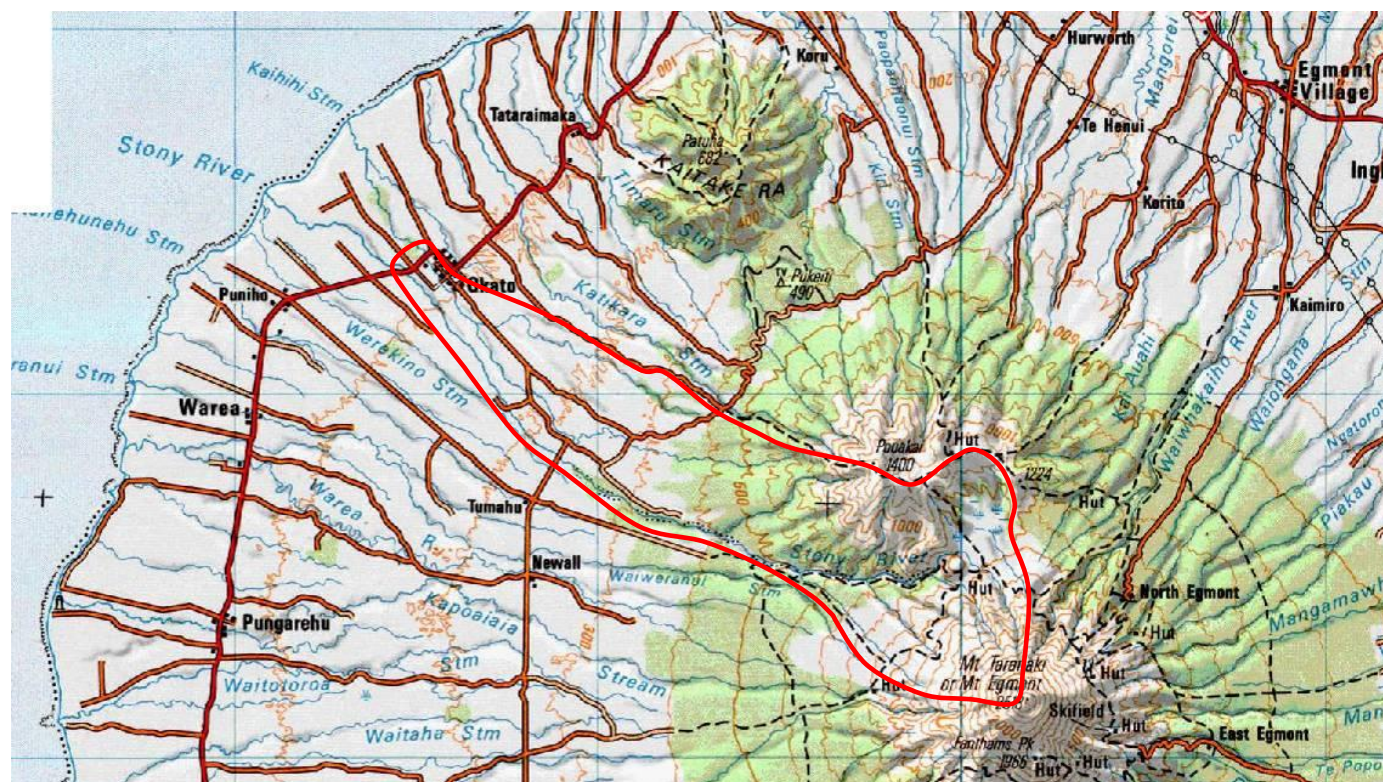


Figure 1: Stony River and Kaihihi Stream Catchment

## 2. General Scheme information

---

### 2.1 Principal Scheme features

#### 2.1.1 Objectives of the Scheme

The Okato Scheme consists of a number of component infrastructural assets to manage the alignment of the Stony River, control flooding from the Stony into the Kaihihi, to control erosion of the Kaihihi Stream where erosion threatens the Okato area, and to limit flooding of the community asset of the Okato swimming pool complex.

The Okato Scheme assets that provide erosion control in the Kaihihi Stream have been constructed primarily to manage the alignment of the river channel to minimise the risk to property and community assets. The works in the Stony River have been undertaken largely to manage the channel's alignment to improve the channels gravel transport capabilities to reduce gravel build up at key locations.

Works were undertaken in 2013 to reduce the risk of flood waters that overflow the right bank of the Stony River from flooding in a northerly direction towards the Kaihihi Stream and affecting properties and community infrastructure in that area.

#### 2.1.2 Scheme works' boundaries

Works on the Okato Scheme extend on the Kaihihi Stream from the SH45 Bridge to the upstream extent of the Okato Township and on the Stony River from 600m downstream of SH45 to 1810 m upstream of SH45. Works on the Stony River channel itself are limited to a reach 500m upstream and downstream of SH45.

#### 2.1.3 Hydrology

There is no specific design flood event for the Okato Scheme but where practicable rock riprap will be sized to withstand a 100 year event. Stopbanking overflow channels will again be designed to provide the best available protection within the constraints imposed by cost and natural ground features.

#### 2.1.4 Overview of Scheme assets

The Stony River assets include:

- substantial rock riprap river training works located on the right bank of the river directly downstream of the SH45 Bridge;
- a low level stopbank/guidebank located on the right bank at about 1800 m upstream of the SH45 bridge (Refer to Figure 6); and
- two overland flow channel blocks/guide banks on the right bank of the river at 1000 and 1200 m upstream of the SH45 bridge (Refer to Figure 6).

The Kaihihi Stream assets include:

- A 35m length of rock riprap on the right bank at River distance 100m;
- A 25m length of rock riprap on the left bank at River distance 275m;



- A series of 5 snub groynes right bank at River distance 675m;
- A 50m length of rock riprap on the right bank at River distance 925m (Old South Road);
- A 70m length of rock riprap on the left bank at River distance 1050m;
- A 20m series of snub groynes on the right bank at River distance 1250m (new);
- A 60m length of rock riprap on the left bank at River distance 1350m
- A 25m length of rock riprap on the right bank at River distance 1525m;
- A 90m long earthfill stopbank on the left bank at River distance 1000m; and
- A 65m long earthfill stopbank on the left bank at river distance 1100m (Extended).

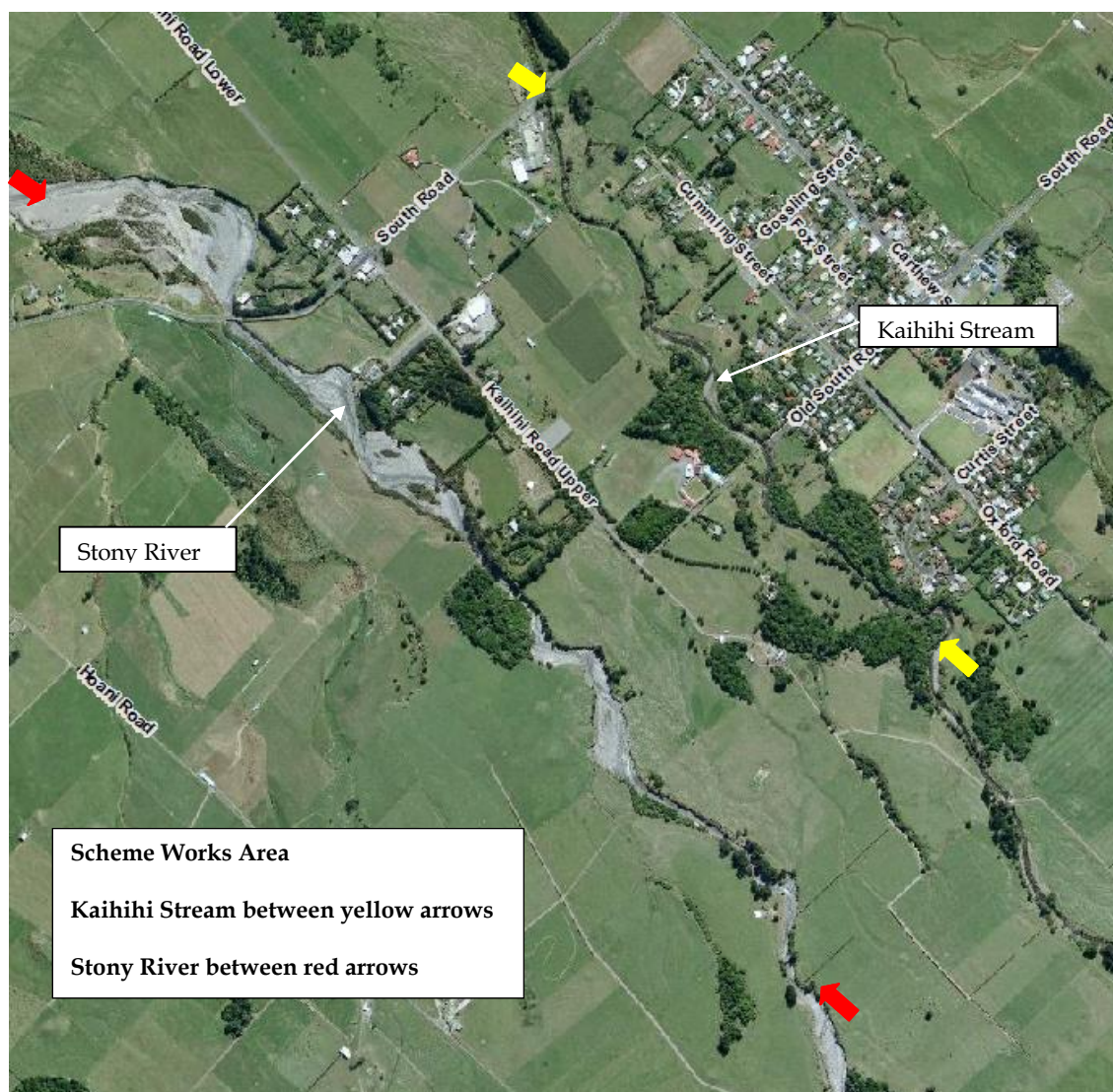


Figure 2: Extent of Scheme Works Area

### **3. Assets**

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#### **3.1 Description of assets**

##### **3.1.1 Stopbanks**

Stopbanks on the Kaihihi Stream are compacted earth structure, which prevent frequent flooding of the Okato Swimming Pool complex. On the Stony River they are compacted earthfill structures, possibly with a rock core that prevent frequent overland flow from the Stony River to the Kaihihi Stream

Stopbanks are constructed to meet appropriate compaction standards, batters slopes and top width to ensure their structural integrity.

##### **3.1.2 Rock riprap erosion protection (bank lining)**

Rock Riprap is rock placed mechanically on an eroded or potentially erodible riverbank to prevent riverbank erosion that may threaten the integrity of the adjacent riverbank.

The rock is sized and placed to meet particular standards to ensure it withstands the river forces that occur during large flood events.

##### **3.1.3 Rock riprap river training work**

Rock Riprap is rock placed mechanically on an alignment within or on the edge of the channel to guide the river flow.

The rock is sized and placed to meet particular standards to ensure it withstands the river forces that occur during large flood events.

##### **3.1.4 Snub groynes**

Snub groynes are engineered piles of rock placed on the riverbank extending out into the river flow to guide and divert the flow of the river away from the adjacent riverbank.

##### **3.1.5 Overland flow channel block**

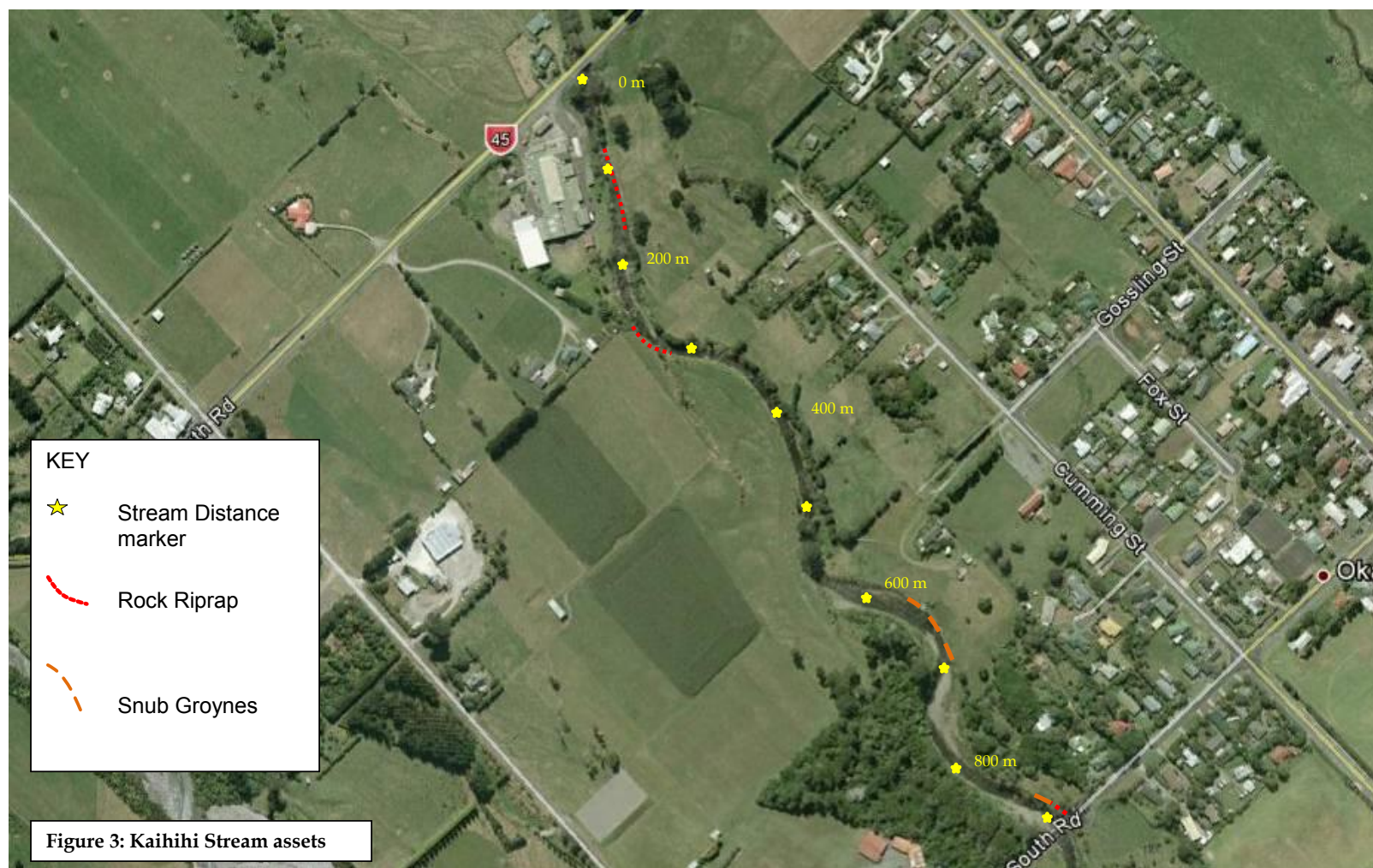
Overland flow channel blocks are in effect stopbanks built to close off flood channels that pass through the Stony River floodplain. These will be constructed with rock and earth fill obtained when clearing the overflow flood channel.

#### **3.2 Asset capacity – design standards**

##### **3.2.1 Stopbanks, and channels**

There is no particular design standard for the stopbanks and channels on the Kaihihi Stream or Stony River. These banks have been constructed to prevent the more common overflows and not to prevent flooding from any particular event.

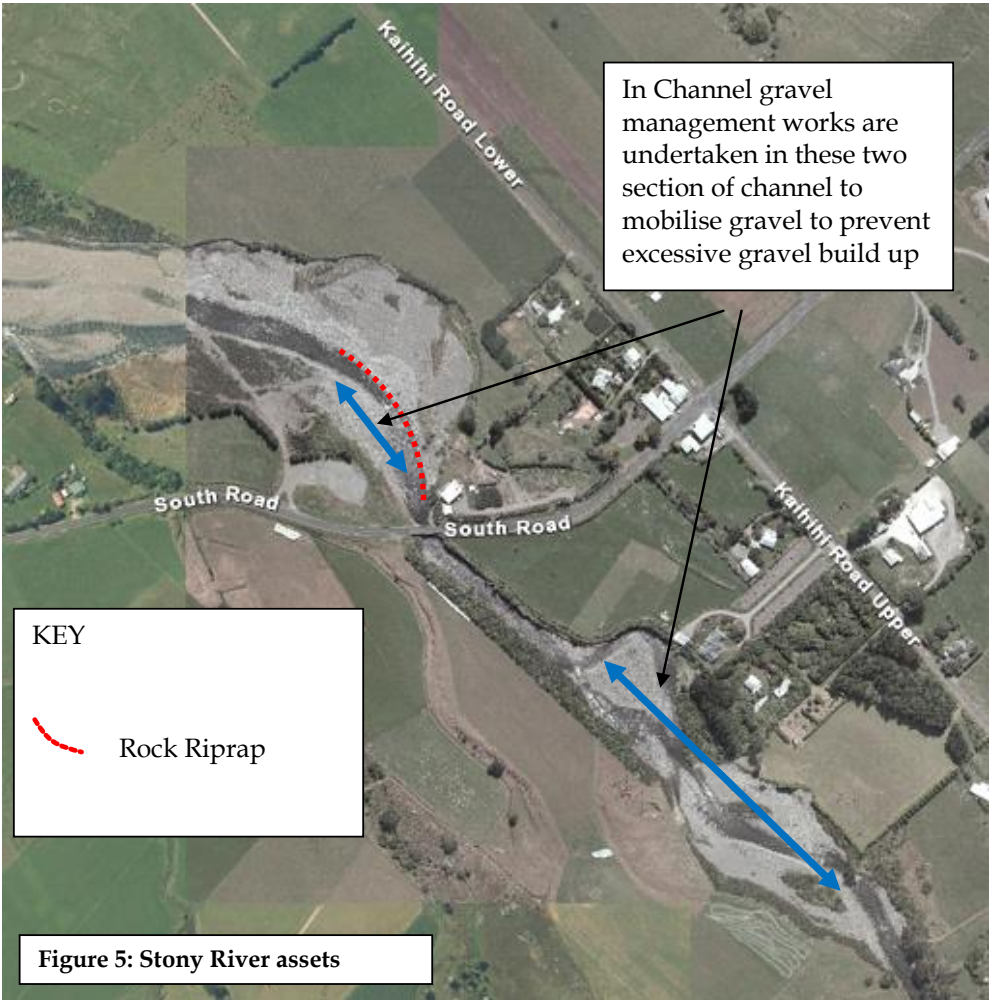


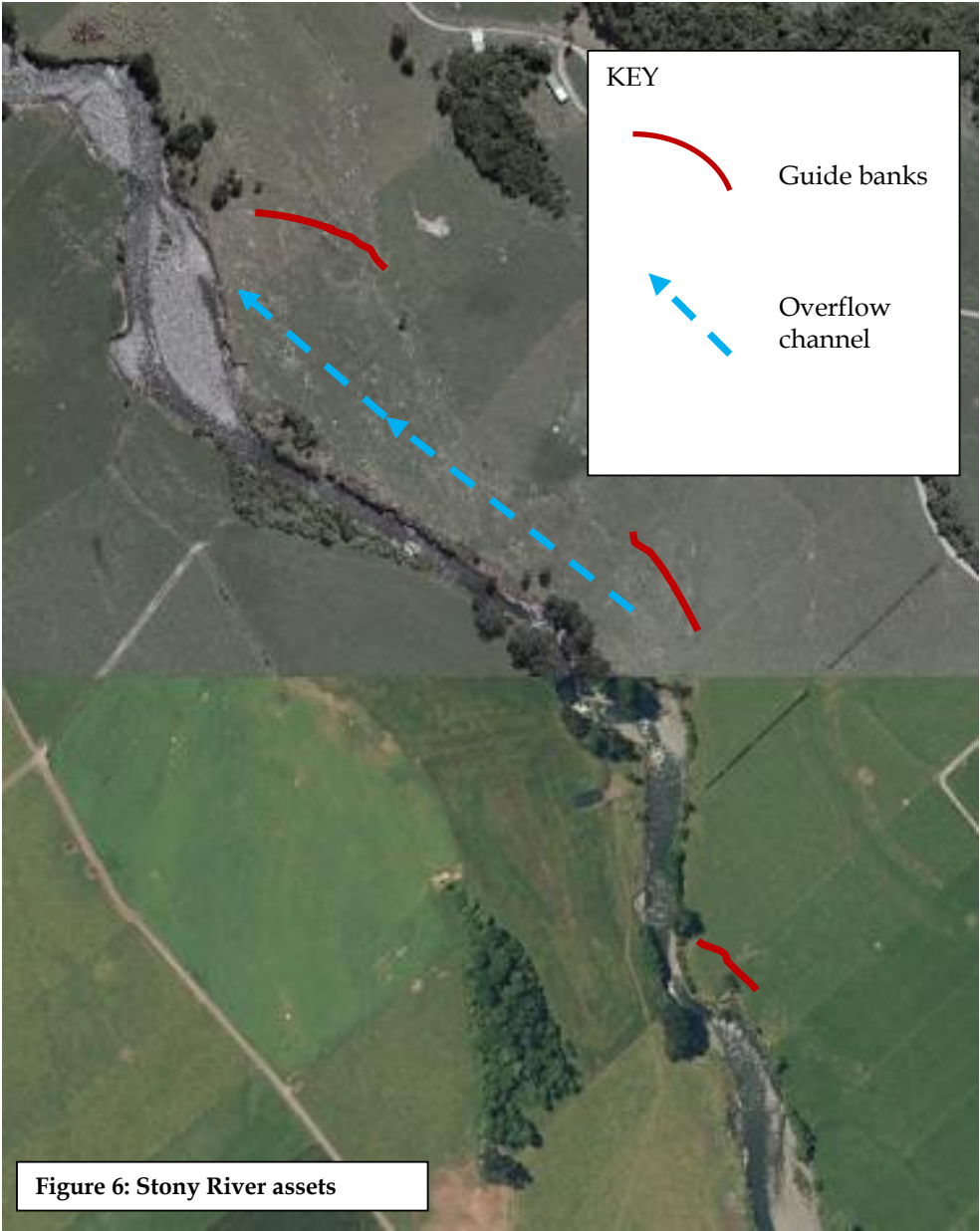












### 3.2.2 Rock riprap – river training

Rock riprap in the Stony River will need specific design that recognizes the local grade on the channel and flood flows. Where practicable the design standard shall be the 1% AEP flood event.

### 3.2.3 Rock riprap erosion protection

Rock riprap is designed to remain effective in a design flood event and will depend on the velocity and the batter slope at the site. Rock in the Kaihihi Stream has remained relatively stable and any future rock used must be of a similar or larger size and grade. Where practicable the design standard shall be the 1% AEP flood event.

### 3.2.4 Snub (rock) groynes

Snub groynes are designed to remain effective in a design flood event and will depend on their length, design features and river flow velocity at the site. The groynes in the Kaihihi Stream have remained relatively stable and any future rock used must be of a similar or large size and grade. Minor topping up is required from time to time to ensure that they remain effective. Where practicable the design standard shall be the 1% AEP flood event.

## 3.3 Physical parameters

The following table includes the existing and proposed scheme assets:

**Table 1: Physical Parameters**

Asset Type	Location	Life (yrs)	Quantity			
Stony River						
Rock Riprap - River Training	Right bank – downstream SH45 from 35 to 185 m downstream	indefinite	5,000	tonnes	145	m
Stopbank – Guidebank	Right bank – 1800m upstream of SH45	indefinite	400	m³	100	m
Overflow channel block/Guidebank	Right bank – 1000m upstream of SH45	indefinite	300	m³	25	m
Overflow channel block/Guidebank	Right bank – 1600m upstream of SH45	indefinite	250	m³	40	m
Kaihihi Stream						
Rock Riprap	Right bank 100m upstream of SH45	Indefinite	140	tonnes	35	m
Rock Riprap	Left bank 275m upstream of SH45	Indefinite	150	tonnes	25	m
Snub Groynes	Right bank 675m upstream of SH45	Indefinite	40	tonnes	5	
Rock Riprap and Snub Groynes	Right bank adjacent to Old South Rd Bridge	Indefinite	425	tonnes	50	m
Rock Riprap	Left bank 100m upstream of Old South Rd	Indefinite	450	tonnes	70	m

Stopbank	Left bank 100m upstream of Old South Rd	indefinite	1,000	m <sup>3</sup>	155	m
Snub Groynes	Right bank 350m upstream of Old South Rd	Indefinite	25	tonnes	3	
Rock Riprap	Left bank 445m upstream of Old South Rd	Indefinite	120	tonnes	60	m
Rock Riprap	Right bank 600m upstream of Old South Rd	Indefinite	50	tonnes	25	m

### 3.4 Asset condition

#### 3.4.1 Stopbanks

The only stopbank currently in the Scheme is on the left bank upstream of Old South Road. It is narrow and only about 1 m high. It is approximately 20 years old and reasonably robust.

There is a lot of rank vegetation and weeds growing on the bank which will be cleared and the structure of the bank will be tidied up at the same time it is joined to the bank a little further upstream.

The reformed bank will be constructed with 2:1 batters and at least a 2m top width.

#### 3.4.2 Edge protection

Whilst there are areas of vegetation along the riverbank, there are no areas that have been purposely planted with willow vegetation.

Rock riprap and groynes are generally in good condition but can vary to some degree depending on their location, age and their previous maintenance. Willow has become lodged and has grown amongst the rock and will be removed.

### 3.5 Asset management system

The Taranaki region has a relatively small number of river control schemes within which infrastructural assets have been constructed and these schemes have a relatively small number of assets.

Because of this, it is possible to manage and keep track of these assets with very simple tools. Other councils that have a large network of infrastructural assets generally have an array of asset management tools used for the management of their assets.

The infrastructural assets are recorded in a simple Excel spreadsheet located on the Council's file system, Number 1178385

### 3.6 Asset value

River scheme infrastructural assets in the Taranaki Region are valued at current replacement value.

The valuation of the Okato Scheme has been undertaken for the first time as this plan has been developed. They will be reviewed and updated annually following a detailed annual inspection of the total Scheme. This is a practical option as the area involved and the number of Scheme assets are relatively small.

The 2014 asset values are set out in Table 2 and in the internal document 'Asset valuation Spreadsheet: 1864151'.

**Table 2: Asset Values**

Asset Type	Left or Right bank	Location	Quantity		Value 30/6/2017
Stony River					
Rock Riprap - lining	RB	Downstream SH45 from 35 to 185 m downstream	5,000	tonne	\$287,920
Stopbank - Guidebank	RB	1800m upstream of SH45	400	m³	\$4,630
Overflow channel block	RB	1000m upstream of SH45	250	m³	\$3,440
Overflow channel block	RB	1600m upstream of SH45	300	tonne	\$2,870
Kaihihi Stream					
Rock Riprap	RB	100m upstream of SH45	140	tonne	\$8,060
Rock Riprap	LB	275m upstream of SH45	150	tonne	\$8,640
Snub Groynes	RB	675m upstream of SH45	40	tonne	\$2,300
Rock Riprap	RB	Adjacent to Old South Rd Bridge	425	tonne	\$24,470
Rock Riprap	LB	100m upstream of Old South Rd	450	tonne	\$25,910
Stopbank	LB	100m upstream of Old South Rd	1,000	m³	\$30,490
Snub Groynes	RB	350m upstream of Old South Rd	25	tonne	\$1,440
Rock Riprap	LB	445m upstream of Old South Rd	120	tonne	\$6,910
Rock Riprap	LB	500m upstream of Old South Rd	60	tonne	\$3,460
Rock Riprap	RB	600m upstream of Old South Rd	50	m	\$2,880
TOTAL	\$ 413,420				

## **4. Maintenance and renewals plan**

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### **4.1 Asset management system**

Maintenance refers to the work necessary to retain the operating standard or service capacity of the scheme and to keep the asset operational. Because a natural river system is involved, the work needed cannot always be accurately forecast in time. However, experience gives a very good guide as to the type and general level of work necessary to meet scheme requirements in periods of 'normal' river flow i.e. the base level of maintenance.

Maintenance can include:

- Works to maintain a structural element e.g. a stopbank or a length of edge protection;
- Regular operational activities, eg. riverbank vegetation control, gravel removal and management
- Replacement of elements of the system such as rock riprap destroyed in flood event

The maintenance plan will set out the programmes and costs required to maintain the desired level of service.

### **4.2 Service levels**

#### **4.2.1 General**

There is no particular design standard for the stopbanks and channels on the Kaihihi Stream or Stony River. The stopbanks have been constructed to prevent the more common overflows and not to prevent flooding from any particular event.

Minor damage to the erosion protection works adjacent to the stopbank on the Kaihihi Stream could result in a failure of the stopbanks, leading to inundation of the area it protects. i.e. the Scheme's value could be retained almost 100%, but its effectiveness could be compromised.

Rock riprap is designed to remain effective in a large flood event and will depend on the velocity and the batter slope at the site. Rock in the Kaihihi Stream has remained relatively stable and any future rock used must be of a similar or large size and grade. Where practicable the design standard shall be the 1% AEP flood event.

#### **4.2.2 Stopbanks**

The Council will maintain the Kaihihi stopbanks to ensure that the 2012 standard of protection is retained.

The stopbank and overflow channel blocks that prevent water spilling from the Stony River will be maintained to the level they were when constructed.

#### **4.2.3 Edge protection – rock riprap and groynes**

Rock riprap and groynes are generally in good condition and will be monitored periodically. Replenishment is generally not required but will be undertaken if the riprap reduces to 75% of the in-place rock.

### **4.3 Maintenance history**

Works have been undertaken to on the Stony and Kaihihi to maintain the rock riprap works and the alignment of the channel by removing and relocating gravel build ups as they become a problem.

There has however never been a maintenance programme as such and any works that are undertaken are done so when a problem occurs or when the need is noticed during an add hoc inspection.

Annual expenditure of approximately \$30,000 on average has occurred over the years on maintenance and channel management activities.

Little if any vegetation control work has been undertaken.

### **4.4 Maintenance programme**

The Council has now developed a maintenance programme, which will minimize the risks of failures to the scheme works, and thereby provide for the most efficient and economic operation of the scheme. A detailed assessment has been undertaken of the work required to provide for the long term sustainable management of the Okato Scheme assets.

The key work components of this are summarised in Table 3 below, along with a general description of the activity and its estimated required frequency. Frequencies given are for the range of conditions anticipated throughout the Okato Scheme.



**Table 3: Maintenance frequency**

Item/Activity	Description	Estimated Frequency
<b>Channel / Flood fairway</b> <ul style="list-style-type: none"> <li>General overview</li> <li>Gravel beach mtce</li> <li>Berm mtce</li> </ul>	<ul style="list-style-type: none"> <li>Overview &amp; general inspection of channels</li> <li>Clear gravel buildup when required</li> <li>Tree and weed clearing</li> </ul>	<ul style="list-style-type: none"> <li>1 yearly</li> <li>As required (1 yearly estimate)</li> <li>1 yearly</li> </ul>
<b>Riverbanks</b> <ul style="list-style-type: none"> <li>Normal inspection</li> <li>Post flood inspection</li> <li>Vegetation control</li> <li>Rock riprap</li> </ul>	<ul style="list-style-type: none"> <li>Overview and general inspection of river banks</li> <li>Detailed inspection looking for erosion damage to riverbanks and rock works and vegetation congestion</li> <li>Clear/maintain trees</li> <li>Realign, and top-up as inspection identified</li> </ul>	<ul style="list-style-type: none"> <li>1 yearly</li> <li>As required</li> <li>1 yearly</li> <li>As required (4 yearly estimate)</li> </ul>
<b>Stopbanks</b> <ul style="list-style-type: none"> <li>Detailed inspections</li> <li>Miscellaneous mtce</li> </ul>	<ul style="list-style-type: none"> <li>walkover inspection</li> <li>Miscellaneous minor repairs to grass cover, weed control</li> <li>larger mtce requirements</li> </ul>	<ul style="list-style-type: none"> <li>1 yearly</li> <li>1 yearly</li> <li>4 yearly</li> </ul>

In general the priority order for maintenance work in the Okato Scheme will be:

- retaining the integrity of the stopbanks and flood channel blocks;
- retaining the strength and integrity of erosion control works; and
- keeping channels and flood fairways clear of obstruction.

#### 4.4.1 Programmed inspections

All programmed inspections must be recorded on the inspection sheets set out in Appendix B and filed in the inspections folder kept on the River Engineering Office.

All matters identified as needing action must be completed as soon as practicable and marked off on the inspection sheets once completed.

## 4.5 Maintenance costs

### 4.5.1 Asset maintenance expenditure requirements

All expenditure on infrastructure assets will fall into one of two categories: capital expenditure or operating expenditure.

#### (a) Capital Expenditure

Capital expenditure projects are those displaying one or more of the following characteristics:



- Construction works which create a new asset that did not previously exist in any shape or form.
- Expenditure which purchases or creates a new asset (not a replacement) or in any way improves an asset beyond its original design capacity.
- Upgrade works which increase the capacity of the asset.

(b) Operating expenditure

All maintenance, upgrading, reconstruction, renewal and renovation work that does not increase the capacity of assets is treated as operating expenditure.

Operating expenditure can be divided further into two; normal ongoing day to day routine maintenance works and those other more infrequent larger projects that upgrade or renew the asset to its full (or original) service potential.

- (i) Routine maintenance expenditure: Routine Maintenance projects can be expected to display some of the following characteristics:
  - Regular and ongoing annual expenditure necessary to keep the assets operating at the required level of service, e.g. inspections; management; liaison with ratepayers etc.
  - Day to day and/or general upkeep works designed to keep the assets operating, e.g. insurances, power costs.
  - Works which provide for the normal care and attention of the asset including repairs and minor replacements.
  - Minor response type remedial works i.e. isolated instances where portions or sections of a unit of an asset fail and need immediate repair to make the asset operational again.
- (ii) Renewal expenditure: Work displaying one or more of the following attributes can be classified as renewal expenditure:
  - Works which do not increase the capacity of the asset, i.e. works which improve and enhance the assets restoring them to (or below) their original size, condition, capacity, etc.
  - The replacement component of augmentation works which does not increase the capacity of the asset, i.e. that portion of the work which restores the assets to their original size, condition, capacity, etc.
  - The replacement component of a capital work which replaces the redundant element of an existing asset.
  - Reconstruction or rehabilitation works involving improvements, realignment and regrading.
  - Renewal and/or renovation of existing assets, i.e. restoring the assets to a new or fresh condition.

**4.6 Expenditure**

Expenditure in the foreseeable future will focus almost entirely on maintenance and renewals.

A long term program of monitoring and maintenance works with detailed cost estimates and the average annual expenditure required to ensure the Scheme is maintained to its full service potential is set out in Section 6.

## **5. Funding and financial planning**

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### **5.1 Accounting policies**

It is the accounting policy of the Council that the Okato Scheme assets are not depreciated. The funds required to maintain the asset in an as new condition are considered to be the maintenance budgets in the forthcoming period.

The Council uses the following procedures when applying the above policy:

- all expenditure (routine maintenance, flood damage maintenance and maintenance works) to maintain the existing as new condition (as required by the scheme objectives) is considered to be normal maintenance work and is financed as part of the maintenance budgets established for the period; and
- any additional new minor capital works that increases the assets performance ability are included in the capital works budget for the period, but, are still financed from the accumulated reserve funds.

### **5.2 Revenue and Financing policy**

It is the Council's policy that river control schemes are funded by targeted rates over the community benefiting from the protection.

The Lower Waitara, Waiwhakaiho and Okato Schemes have catchments that, when combined, comprise a substantial portion of the New Plymouth district. Significant flood control assets are managed and maintained within these catchments but because of the types of assets involved, normal maintenance costs are relatively minor. Accordingly, the Lower Waitara, Waiwhakaiho and Okato Schemes are funded from a rate that is a 100% capital value based works and services rate, applied over the whole of the New Plymouth district. This system is considered to be the most administratively efficient and appropriate funding mechanism.

### **5.3 Funding for disaster relief**

The Taranaki Regional Council has made the decision to be self-funding in the event of a major disaster in the flood management scheme areas. This philosophy exists due to:

- the potentially high cost of insurance (relative to the benefits)
- the low probability of accessing Government or other disaster funding through participation in projects such as LAPP (Local Authority Protection Programme)
- the ability of the Council to reinstate the assets without significant financial implications

## 5.4 Routine maintenance costs

Routine maintenance costs for the Okato Scheme assets are relatively constant and easy to estimate. The cost of routine maintenance has been based in the past expenditure with an allowance for increased monitoring and maintenance. The estimated costs include monitoring and maintenance of riverbanks and berms, rock riprap works and stopbanks. The new maintenance programme is set out in Section 4.4 and estimated maintenance costs are set out in Section 6.

## 5.5 Flood damage funding

Due to the variability of flood events and their unpredictability, determining an appropriate programming of flood damage maintenance expenditure is more difficult than estimating routine maintenance allowances. Annual flood damage maintenance expenditure will vary greatly, from virtually nothing to relatively large costs when a rock protection work sustains major damage. Costs over a number of years could be very low, then, during a period of more intense flooding, maintenance costs could increase to well beyond the annual average.

Therefore, no sensible programming of the flood damage costs can be prepared. Rather the estimated annual average flood damage maintenance cost should be used to guide annual scheme funding, with the unexpended portion of the budgeted costs accumulated year by year. This level is estimated at \$15,000 per annum for the Waitara, Waiwhakaiho and Okato Schemes.

In the cases where there are significant flood damage repairs, the process established in Section 5.8 would be utilised to reinstate the schemes to as new condition.

## 5.6 Non-routine maintenance costs

From time to time the Council needs to expend additional funds to maintain the level of protection offered by the scheme because either the river channel dynamics have significantly changed or the Council's knowledge and understanding of the schemes has improved. This expenditure is not of a capital nature as the overall level of protection offered by the schemes has not changed. Accordingly, it is included in the Annual Works Rivers budget. This expenditure has to be funded using the same funding policy as the other maintenance expenditure.

The planned maintenance works are included in the reserve fund movements for the next ten years. This expenditure is funded from the accumulated reserve fund balances. However, where the reserve balance is not sufficient to finance the maintenance works expenditure, then the level of the targeted rate would have to be increased.

## 5.7 Capital works funding

Capital expenditure that increases the level of protection provided by a scheme will generally be funded by either external or internal borrowing. This reflects the long life of the assets and the need to spread the costs of those assets over the life of the assets. Interest and principal repayments for the borrowing will be funded by the targeted rate.

## 5.8 Financial planning

The funding of expenditure on the Okato Scheme is by way of a targeted rate. This is currently set to cover all expenditure in accordance with the *Revenue and Financing Policy*.

Any under-expenditure on the scheme is transferred to the North Taranaki River Control Schemes reserve. Similarly, any over-expenditure is funded from a transfer out of the reserve. As at 30 June 2020 the balance of this reserve was \$1.2M.

Each year, the targeted rate is expected to fund the routine maintenance plus any flood damage maintenance work identified in the annual review of the schemes. As noted above, if there are an unusually high level of repairs arising out of the annual review then this will be funded via the process outlined in Section 5.1.

If there were no significant repairs arising out of the annual inspections then the reserve fund would continue to grow. The appropriate maximum level for the reserve needs to be considered.

This level is dependent upon the Council's ability to reinstate the assets as a result of a rare large damaging flood event. The Council has a philosophy of self-insurance to recover the service potential of the scheme assets after such an event. The estimated worst case scenario is total flood damage of \$500,000. The Council needs to be able to fund this level of expenditure as a maximum.

## 5.9 Funding for disaster relief

In all river flood control schemes the damage caused by the rare large floods is particularly hard to estimate and can vary greatly. This damage occurs at irregular intervals, with unpredictable timing. In the case of a major flooding event it is proposed that funding for reinstatement be accessed through the following hierarchy:

- Firstly, any unused/uncommitted funds from the maintenance budgets for the river control schemes for that financial year will be used;
- Secondly, any balance remaining in the reserve fund will be used;
- Thirdly, any surplus Council-wide cash and investment balances will be loaned to the scheme reserve fund; and
- Finally, consideration will be given to the raising of debt finance.

The individual options available will be considered on a case by case basis.

## 6. Maintenance and monitoring cost estimates

Table 4 sets out the ongoing cost of maintaining and monitoring of the Okato Scheme.

The frequency of the works have been estimated but may vary as a result of the frequency of flood events and other changes that may necessitate more frequent activities in some areas.

It is likely though that there will be some more and some less frequent and will balance out within a year.

Details are in the internal document 'Works Cost Spreadsheet: 1094753'.

Table 4: Long Term monitoring and Maintenance Requirements

MAINTENANCE AND CAPITAL WORKS ESTIMATES				
Item	Work Description	Work Frequency	Contractor cost	TOTAL annualised
		Years		Excluding Staff
<b>OVERVIEW AND GENERAL INSPECTION</b>				
General	Inspections	1		-
<b>CHANNEL MANAGEMENT</b>				
kaihihi Stream	Vegetation control - trees	1	2,000	2,000
	Vegetation control - weeds	1	500	500
	Rock riprap & snub groynes	2	6,000	3,000
	Gravel beach mtce	1	1,000	1,000
	Stopbank maintenance	4	2,000	500
Stony River	Channel management	1	7,750	7,750
	Stopbank maintenance	4	1,000	250
<b>ANNUAL COSTS</b>			<b>\$20,250</b>	<b>\$15,000</b>

Table 5 and Figure 7 set out the estimated cost of managing and maintaining the Okato Scheme for the period 2021 to 2031.

The estimates separate the staff and internal cost from external costs that would be contracted out. The flood damage allowance is as per Section 5.5.

Table 5: Cost estimates 2021 to 2031

Year	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Contractor costs	16,000	12,250	15,250	12,250	16,000	12,250	15,250	12,250	16,000	12,250
Total Annual Maintenance Costs	16,000	12,250	15,250	12,250	16,000	12,250	15,250	12,250	16,000	12,250

Note: In addition to these costs an allowance for flood damage of \$15,000 is shared with the Lower Waiwhakaiho Flood Control Scheme, and Lower Waitara Flood Control Scheme.

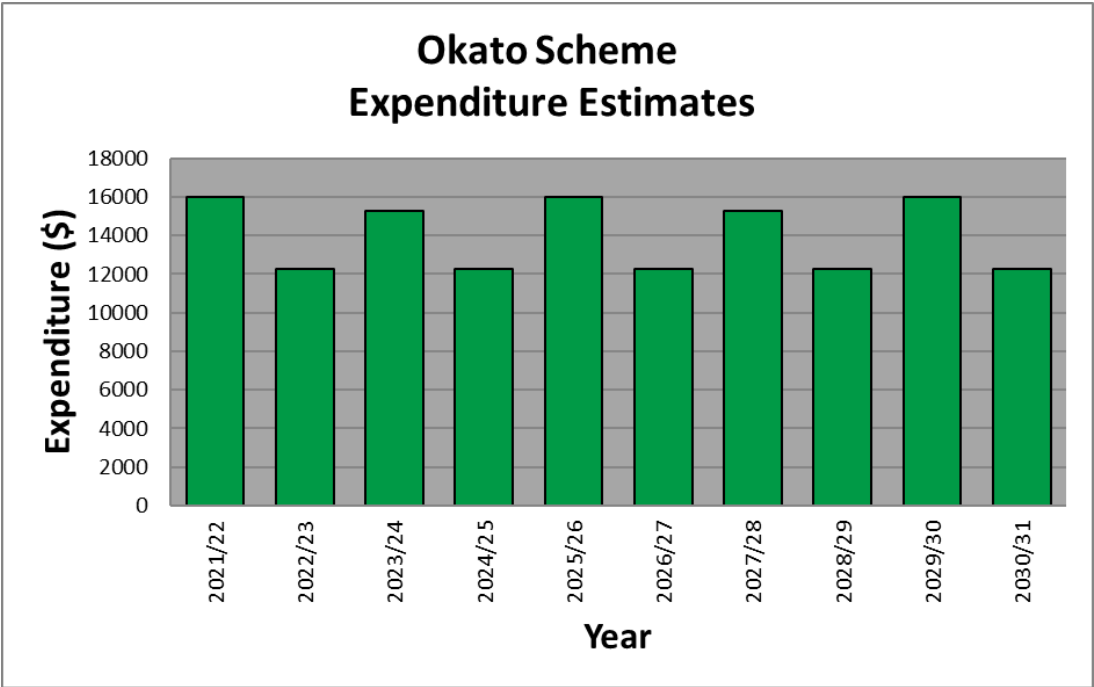


Figure 7: Cost estimates 2021 to 2031

## 7. Infrastructure Strategy

This Infrastructure Strategy identifies:

- the infrastructure issues for the Scheme for the period from 2015 to 2045; and
- the principle options for managing those issues and the implications of the options.

Some relatively minor upgrade works were undertaken on the Okato Scheme in 2012/13. The Scheme currently manages sections of the Stony River and Kaihihi Stream to control the channel alignments and limit the adverse effects of out of channel floods flows as is practicable but to no particular standard.

The land use in the area protected by the Scheme is predominantly agricultural with some small areas of urban and commercial. The protection standard provided by the Scheme is considered to be an acceptable standard considering the land use and the nature of the assets at risk. Significant changes in the land uses are unlikely to occur in the area benefiting from the scheme works.

There is no upgrade planned for the Scheme within the next 30 years.

The risk to some of the Scheme infrastructure arising from natural disasters is significant especially those associated with the Stony River. Depending on the size of the damage to the Stony River assets, their repair may involve capital expenditure but those in the Kaihihi Stream would be funded from Scheme Reserves. \$15,000 is budgeted each year for the repair of flood damage from the North Taranaki Schemes and if unspent, accumulates in the Scheme reserves account.

The Scheme has infrastructural assets that fall into six types. The following table sets out how the Council will manage these asset types.

Asset Type	Renewal or replacement requirements	Expenditure
Earth stopbanks and guidebanks	<ul style="list-style-type: none"> <li>• No replacement required. Stopbanks will be maintained to the design levels and standards.</li> </ul>	Operational
Rock river training works	<ul style="list-style-type: none"> <li>• Rock does not need replacement.</li> <li>• Some rock repositioning may be required from time to time</li> <li>• Minor topping up may be required very irregularly.</li> </ul>	Operational
Rock groynes	<ul style="list-style-type: none"> <li>• Rock does not need replacement.</li> <li>• Minor repositioning may be required.</li> </ul>	Operational
Rock riprap	<ul style="list-style-type: none"> <li>• Rock does not need replacement.</li> <li>• Minor topping up may be required very irregularly.</li> </ul>	Operational



## Risk Management

The following table sets out the risk faced by the Scheme assets by natural disasters and indicates the financial implications and potential size of that risk.

The potential risk to the Scheme assets arise from over design flood events.

Asset Type	Disaster Type	Risk	Financial Risk	Expenditure type to fund repair
Earth stopbanks and guidebanks	Flood	Some minor damage possible. If a stopbank was to fail, the damage to the stopbank would be very localized.	Minor	Operational
Rock river training works	Flood	The large rock river training works could be severely damaged in a very large flood in the river.	Significant	Capital
Rock groynes	Flood	Moderate	Minor	Operational
Rock riprap	Flood	Moderate risk of rock riprap needing to be repositioned or topped up.	Minor	Operational

The indicative estimated set out below for the management of the Scheme assets is drawn from Section 6 of this plan. There will be no capital expenditure over the next 30 year period.

Year(s)	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2036	2036/ 2041	2041/ 2046	2046/ 2051
Estimated operating costs (\$1000's)	16	12	15	12	16	12	15	12	16	12	75	75	75	75

## Assumptions Made

The assumptions made in determining the above estimates are:

- That the frequency and size/nature of the future maintenance works required are in line with that which has occurred over recent years.
- That the frequency of damaging flood events and the damage that occurs in these events does not change significantly.

**Appendix A**

**Inspection Record Sheets**



**Okato Scheme**  
**Detailed Scheme Inspection – Stony River**  
**(Annually)**

Inspected by:			Date:		
<b>Stony River</b>					
Downstream of SH45					
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Right bank rock riprap					
Channel capacity (gravel build up)					
Upstream of SH45 (Cavey's)					
Channel alignment					
Channel capacity (gravel build up)					
Flood overflow channel and channel blocks					
Upstream stopbank					
Overflow channel block (upstream)					
Overflow channel block (downstream)					

**Okato Scheme**  
**Detailed Scheme Inspection – Kaihihi Stream**  
**(Annually)**

Inspected by:				Date:	
<b>Kaihihi Stream</b>					
SH45 to Old West Road					
	Condition		Comment	Action Required	Date Actioned
	Good	Poor			
Rock work 100m u/s RB					
Rock work 275m u/s LB					
Snub groynes 675m u/s RB					
Rock work and groynes downstream of Swing Br. RB					
Channel capacity (gravel build up)					
Upstream of Old West Road (OWR)					
Rock work upstream OWR. RB					
Rock work 100m u/s LB					
Rock work 275m LB					
Rock work 350m u/s RB					
Rock work 445m u/s LB					
Rock work 600m u/s RB					
Stopbank 100m u/s LB					
Channel capacity (gravel build up)					



# Opunake Flood Control Scheme

## Asset Management Plan



Taranaki Regional Council  
Private Bag 713  
Stratford 4352

August 2020

Document: 2574593

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## Summary

<b>Objectives</b>	<p>The Opunake Flood Control Scheme consists of a number of component infrastructural assets to provide the following:</p> <ul style="list-style-type: none"> <li>• security from floods in the Opunake township in a 1% Annual Exceedance Probability (AEP) Flood event.</li> </ul>	
<b>Term</b>	In perpetuity	
<b>Maintenance</b>	Maintenance is funded to ensure the Scheme objectives will be met.	
<b>Reporting</b>	<p>Annually - Prepare annual maintenance plan and budget.                      - Discuss and agree with Council (report in LTP)                      - Report on works undertaken and costs to Council.</p> <p>Three Yearly - Revalue infrastructural assets</p> <p>Six Yearly - Review asset management plan. Agreed and adopted by Council.</p> <p>Flood Performance                      Report to Council on performance of scheme in all large flood events.</p>	
<b>Funding</b>	Maintenance funded by:	Targeted rate over the South Taranaki District Council
	Damage repairs funded by:	Rates (as above) Financial reserves Reprioritising works Loan
<b>Financial reserves</b>	Aim to:	<ul style="list-style-type: none"> <li>- Build up reserves to meet above average planned expenditure.</li> <li>- Draw down reserves to meet unexpected expenditure.</li> </ul>
<b>Review of plan</b>	Review when there is a change in maintenance standards, a change in funding policy, or at 6 yearly intervals.	

# 1. Introduction

## 1.1 The Plan

This management plan has been prepared to assist those delegated the responsibility for managing the Opunake Flood Control Scheme on behalf of the Taranaki Regional Council (the Council).

The Opunake Flood Control Scheme fundamentally provides flood protection to the Township of Opunake from floods originating from the Hihiwera Stream Catchment. Figure 1 shows the location of the Scheme.

The Opunake Flood Control Scheme assets include unlined clay channels, rock lined channels, large culverts and headwalls, rock riprap drop structures, fences and gates.

The current valuation of these assets (in terms of Local Government requirements) to June 2020 is \$450,680.

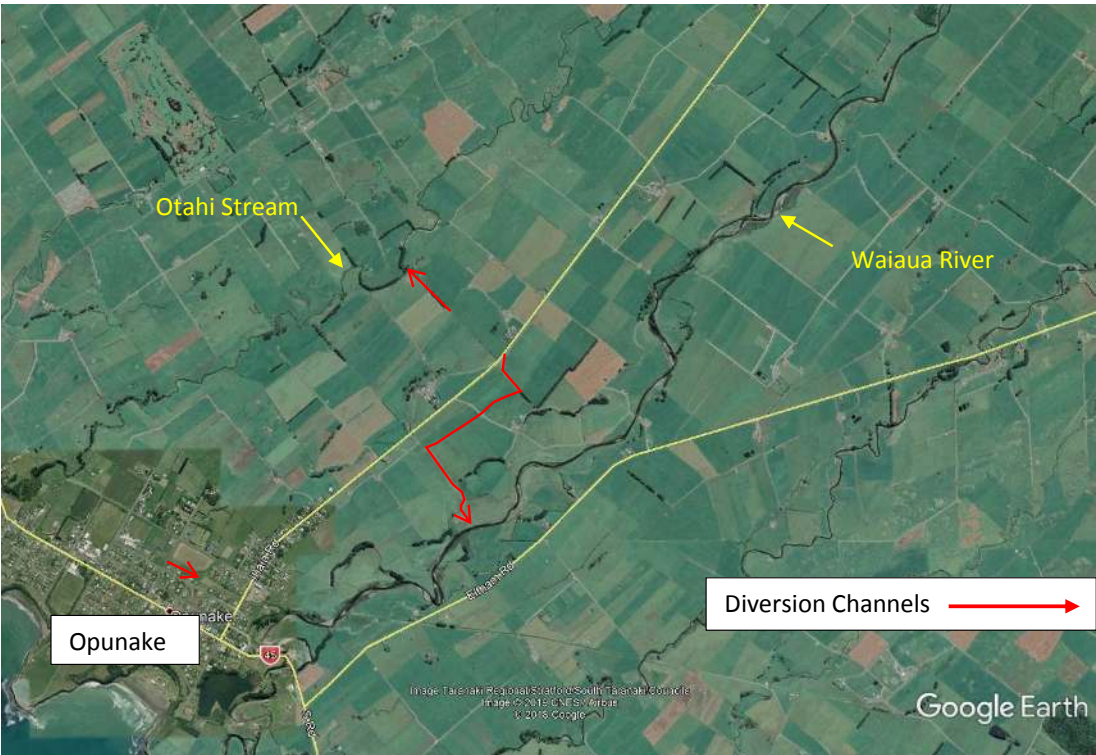


Figure 1: Scheme Location

## **1.2 Purpose and ownership of the Plan**

The purpose of this Plan is to provide the means and mechanisms to enable the Scheme Manager to plan for the most efficient economic and sustainable management of the Opunake Flood Control Scheme.

The Opunake Flood Control Scheme assets need to be managed, to ensure they continue to effectively deliver scheme benefits on a long term, sustainable basis. Management requires provision for monitoring, maintenance and in some instances eventual replacement of these assets.

This Plan defines the objectives and performance standards for the Opunake Flood Control Scheme and the level of maintenance needed to ensure these are met at all times.

The Plan also provides a base against which the Council's performance in maintaining these infrastructural assets can be measured. This management plan will provide a framework for technical, and financial inputs relating to the assets and their impact on long term financial planning.

Responsibility for implementing the Plan lies with the Council, which is the body responsible for managing the asset.

## **1.3 Duration and review of the Plan**

The duration of the Plan is ten years from the date of formal preparation and acceptance by Council. This Plan has also been prepared with a 50-year time horizon. Maintenance costs and rates are current to June 2020.

## **1.4 Legislative requirements**

The principal statute affecting the management of infrastructure assets is the Local Government Act 2002 (the Act).

The Act empowers local authorities to provide a range of services. Specifically, the Act, together with the Soil Conservation and Rivers Control Act 1941, obligates regional councils to minimise and prevent damage by floods and erosion. The Council executing its responsibilities and powers as a catchment authority in terms of the Soil Conservation and Rivers Control Act 1941 constructed the schemes.

Part VI of the Act requires councils to effectively and efficiently manage their finances and assets. This involves planning for the maintenance, loss of service potential and capital upgrade of all assets. The associated funding for these commitments also needs to be provided for.

This asset management plan will assist the Council with defining the basis for determining long-term financial strategies. Information from the Plan will be used in preparing financial plans and statements required by the Act.

The Office of the Controller and Auditor-General (OAG) has a responsibility to ensure that councils comply with the requirements of the Local Government Act 2002. Part of this involves ensuring that councils are adequately providing for the ongoing maintenance, renewal and capital expenditure on infrastructure assets. The OAG has issued a number of guidelines to assist councils in the preparation of asset management plans.

## 1.5 Assumptions

There are a number of assumptions made in preparation of this asset management plan. These are made using current knowledge and experience, but may vary with time and in the light of further experience. Further, they will be updated when the Plan is reviewed. The assumptions are:

- that the Council will continue to perform its existing functions in respect to the current legislation;
- there will be no major changes that impact upon the role of the Council in terms of soil conservation and river control; and
- financial projections are in 2020/2021 dollars.

## 1.6 Assets to be managed

The Opunake Flood Protection Scheme currently includes three lengths of channel constructed to divert flood waters from the Hihiwera Stream to the Otahi Stream and to the Waiaua River and from the Allison Street Channel to the Hihiwera Stream.

The Scheme Assets include:

- The 390m long diversion channel to the Otahi Stream.
- The rock riprap drop structure into the Otahi Stream.
- 1220m of unlined diversion channel to the Waiaua River.
- 253m of rock lined diversion channel to the Waiaua River.
- Two rock riprap lined drop structures with a total length of 52m.
- Rock riprap at the outlet to the Waiaua River.
- Rock riprap lining on one 90 degree bends on the diversion channel to the Otahi Stream and on two 90 degree bends on the diversion channel to the Waiaua River.
- The 60m long 1200mm diameter Euroflow culvert and associated headwalls adjacent to Ihaia Road.
- The 10m long 1200mm diameter Euroflow culvert and associated headwalls beneath the farm tanker track
- 1000m of fencing and one access gate.

Figures 3, 4, and 5 show the location of the Scheme assets in more detail.

## **1.7 Scheme Background**

The Opunake Flood Protection Scheme was constructed in response to a significant flood event in August 2015 where a large number of properties in Opunake were affected by floodwater originating from the Hihiwera Stream and a channel that has been named as the Allison Street channel.

The Scheme has been designed to manage the 100-year return period flood flows in the Hihiwera Stream and the Allison Street channel, with an allowance for climate change through to 2067, to prevent such a flood event from flooding properties in the Opunake Township.

As increasing the capacity of the two stream channels that pass through Opunake was not practicable, a range of options to divert flood waters away from the town were examined. The final Scheme plan which involves diverting the flood waters to the Otahi Stream and Waiaua River was decided upon in late 2016 with the construction works undertaken in 2017 and 2018.

Further channel management and ongoing maintenance works are required within the Opunake Urban area but these will be undertaken by the South Taranaki District Council and do not form part of the Scheme.

## **1.8 Catchment description**

The catchment of the Hihiwera Stream and Allison Street channel upstream of the Opunake Urban boundary have areas of 248 and 69 hectares respectively. The catchments are uniformly graded from an elevation of 100m down to 35m at the town boundary and almost entirely used for dairy farming.

The existing stream channels are relatively small and unable to carry the flood flows that occur in heavy rainfall events. These flood flows spill overland but generally rejoin the main channels before they enter the urban area. These overland flows will generally be caught by the diversion channels which cut across the lay of land.

## **1.9 Climate**

Because of its exposure to disturbed weather systems from the Tasman Sea, the Taranaki region is often quite windy, but has few climate extremes. The most settled weather occurs during summer and early autumn.

The mountain and ranges have a strong influence on rainfall in the area by attracting orographic type events which are often associated with frontal systems and depressions moving through the Tasman Sea. Rainfall in the Hihiwera Stream catchment is not significantly affected by the mountain as the catchment extends only 5km inland from the coast.

The rainfall events that will result in large floods in the catchment will generally arise from small storm cells sweeping in from the coast. High intensity rainfall events lasting only about 1.5 hours will give rise to significant flood events in the catchment.

## 1.10 Climate change

Some of the predicted impacts of a moderate rate of climate change for Taranaki include changes in average temperature, sea level rise and rainfall patterns. In general, Taranaki, like much of the west coast of New Zealand, is likely to become warmer and wetter.

Climate scientists estimate that Taranaki's temperature could be up to 3°C warmer over the next 70-100 years. This compares to a temperature increase in New Zealand during last century of about 0.7°C. Taranaki could be up to 20% wetter with more varied rainfall patterns and flooding could become up to four times as frequent by 2070.

As extreme weather events become more frequent or severe, the costs and damages associated with them are also likely to increase.

Allowances have been made in the design of the flood protection works for the effects of climate change.

## 1.11 Land ownership

The Opunake Scheme assets lie on private and public land, including land under the control of the South Taranaki District Council.

Easements will be taken out to cover the parts of the Scheme that lies on Private land.

The land ownership details are as shown on Figure 2.

**Table 1: Land ownership details**

Location	Owner
A and C	Michael Drought 197 Ihaia Road, Opunake, 4681 LOT 1 DP 2823 LOT 2 DP 20874 SEC 1 SO 13308
B	Road Reserve – STDC
D	DOC Reserve – Concession – 64004-OTH
E	Hickey & Neal Limited 3450 Eltham Road, RD 32, Opunake, 4682 PT SECS 35 & 36 BLK IX OPUNAKE SD - X REF 11930/51000 11940/04400
F	Michael Drought 197 Ihaia Road, Opunake, 4681 Title details yet to be determined





Figure 2: Land ownership



## 1.12 Protection standard and design flood flows

The Opunake Scheme has been designed to divert 1% AEP flood flows from the catchments upstream of the two diversion points.

The two diversion channels have freeboard and will carry flood flows greater than the 1% AEP flow. However, this cannot be relied on. In the event of significantly larger flows, it is possible that flood waters may enter the main Hihiwera Stream catchment and the Allison Street channel catchment downstream of the diversion points. In such events there is the potential for flooding in the downstream channels.

The downstream channels, culverts and diversion structures have sufficient capacity to carry the flow arising from a 1% AEP storm event in the whole catchment less that diverted to the Otahi and the Waiaua.

The downstream channels and diversions **have not** been designed to carry the flow from a 1% AEP flood event in the now reduced catchment area.

The following summarizes the final design flood flow parameters.

The Opunake flood control Scheme involves the diversion of flows from the Hihiwera Stream channel, the larger of the two channels, to the Otahi Stream to the west and the Waiaua River to the east.

The flow from 70 hectares of the catchment is diverted to the Otahi Stream and the flow from 106 hectares is diverted to the Waiaua River leaving the flow from 72 hectares of the Hihiwera Stream catchment to pass on downstream through the Opunake urban area.

The 1% AEP flood flow in the existing Hihiwera catchment has been determined to be 12.3 cumecs. The diversion to the Otahi will be 4 cumecs and the diversion to the Waiaua will be 4.7 cumecs leaving 3.6 cumecs in the channel at Whitcombe Road to pass on downstream through the Opunake urban area.

The smaller channel, known as the Allison Street channel, has a catchment of 69 hectares and a 1% AEP flood flow of 3.4 cumecs. The analysis of the flows in this channel does not take into consideration the significant restriction imposed by the culverted section of the channel adjacent to the School on Whitcombe Road. Significant ponding will still occur in this area and will as a result attenuate the downstream flows.

The combined flow in the two stream channels will in theory be 7.1 cumecs but because of the restrictions in the Allison Street channel, the flow rate required to pass through the urban area may be significantly less.

Stage 3 of the Scheme works are designed to divert up to 3 cumecs from the Allison Street channel into the Hihiwera Stream channel at the downstream end of the large culvert that passes beneath the railway land at the northern edge of the Opunake urban area.

The design of the stage 3 works involves a control device on the Allison Street channel that will allow the flow that can pass on downstream along its original path to be increased by up to 0.9 cumecs, if and when the existing section of the Allison Street channel through the urban area is improved.

## **2. General Scheme information**

---

### **2.1 Principal Scheme features**

#### **2.1.1 Catchment Description**

The catchment of the two stream channels that pass through Opunake has an area of 317 hectares (248 ha in the Hihiwera and 69 ha in the Allison Street catchment).

The most upstream extent of the catchment lies only 4.5 km to the northwest of the Opunake Township with the land falling at a relatively uniform grade over its total length.

The stream channels are therefore not directly affected by rainfall events on Mount Taranaki but it is clear that the mountain affects the nature of rainfall events.

The catchment is almost exclusively used for dairy farming with very few trees. There are a number of roadside drains that feed into the main stream channels but these all lie within the main catchment area.

#### **2.1.2 Scheme Works (refer to Figures 3, 4, and 5)**

The Scheme works are confined to three diversion channels and associated structures as follows:

##### **The diversion to the Waiaua River.**

This diversion commences at the large culvert that passes the stream channel beneath the farm access race adjacent to Ihaia Road and extends to where the diversion joins the Waiaua River.

The maintenance of the roadside channel upstream of the large culvert is the responsibility of the South Taranaki District Council.

##### **The diversion to Otahi Stream**

The diversion is a straight section of channel leading straight to the Otahi Stream. The original channel downstream of the diversion has been filled in. The channel upstream of the diversion is not part of the scheme and is maintained by the landowner. There is a small bank that ties the left bank of the diversion channel to the adjacent high ground to ensure that any overflows from the upstream channel are diverted into the diversion channel.

##### **The Allison Street channel diversion**

The channel lies directly to the north of the houses along the northern side of Gisborne Terrace. The diversion channel ends where it enters the existing old Hihiwera Stream railway culvert.

The diversion includes the structure associated with the throttle plate at the upstream end of the diversion but not the rest of the structure and weed screen. The rest of the structure is maintained by the South Taranaki District Council.

### 2.1.3 Overview of Scheme assets

The Opunake Flood Protection Scheme assets include:

The diversion to the Otahi Stream

- The upstream end of the diversion involves a rock riprap lined 90 degree bend in the channel that turns the channel across the fall of the land towards the Otahi Stream.
- The 400m long diversion channel to the Otahi Stream. The channel is cut through a high area of ground but falls on a uniform grade to edge of the terrace before it drops into the Otahi Stream. The left bank of the channel was built up over a section to achieve the required channel freeboard but this has been contoured into the adjacent paddock and is no longer an identifiable asset.
- The rock riprap drop structure into the Otahi Stream. This is a very steep drop down the bank of the Otahi Stream.
- 20m long guide bank at upstream end of diversion channel to catch overland flow from upstream and divert it into diversion channel.
- 350m of post and electric wire fencing along the left bank. The right bank fence was an existing boundary fence.

The diversion to the Waiaua River

- 1235m of unlined diversion channel to the Waiaua River.
- 254m of rock lined diversion channel to the Waiaua River.
- Two rock riprap lined drop structures with a total length of 52m.
- Rock riprap on two 90 degree bends.
- Rock riprap at the outlet to the Waiaua River.
- The 60m long 1200mm diameter Euroflow culvert and associated headwalls and rock riprap adjacent to Ihaia Road.
- The 10m long 1200mm diameter Euroflow culvert and associated headwalls and rock riprap beneath the farm tanker track. (The upgraded tanker track is not a scheme asset.)
- 1170m of fencing and one access gate.

The Allison Street channel diversion

- 130m of unlined diversion channel to the Hihwera Stream.
- A concrete channel lining and entry slab at the railway culvert end of the diversion channel.
- Channel throttle in the existing STDC Allison Street channel structure.

Figures 3, 4 and 5 details the general location of these assets.

### **3. Assets**

---

#### **3.1 Description of assets**

##### **3.1.1 Unlined diversion channels**

Unlined diversion channel are channels cut directly into the insitu ground. Batter slopes are all at 1.5 horizontal to 1 vertical. The base width varies from 0.75m to 1.5m. The depth varies from 1m to 2.5m. The channels will grow vegetation over time.

##### **3.1.2 Rock lined diversion channels**

Similar to the unlined channels but lined with a 250mm layer of 75mm to 200mm broken faced rock riprap.

##### **3.1.3 Rock riprap lined drop structures**

Similar to the unlined channels rock riprap lined with a 1 m thick layer of ¼ tonne graded rock riprap placed over a layer of granular filter.

##### **3.1.4 Rock riprap lined bends**

90 degree bends in the channel lined with ¼ tonne graded rock riprap.

##### **3.1.5 Euroflo culverts**

These culvert are 1200mm diameter twin walled EUROFLO is a twin walled HDPE (high density polyethelene culvert pipes.

The culverts have either a rock riprap headwall or a Humes precast concrete headwall. The channel at the outlet to the culverts is lined with ¼ tonne rock riprap

##### **3.1.6 Access track**

Access tracks in this context are formed access track over the stopbank or along the riverside of the stopbank used to provide access to the river side of the stopbank and river bank for inspection maintenance purposes, and recreational purposes.

##### **3.1.7 Concrete walkway path**

Concrete walkway paths are paths located along the top of the stopbank and along the berm land to provide public access for recreational purposes.

##### **3.1.8 Fences and gates**

Three types of fencing are included in this asset type.

- 350m of single wire electric
- 962m of post and 4 wire plus two electric
- 08m of 7 wire boundary fence

### **3.1.9 Concrete entry slab**

This asset is a concrete lining to the channel upstream of the Railway culvert entrance on the Allison Street diversion. The concrete lines the channel floor for 2m and up the batter slopes by 1m.

### **3.1.10 Adjustable throttle in Allison Street channel control structure**

The asset is a galvanized steel adjustable gate that closes the size of the opening into the downstream section of the existing Allison street channel. The structure can only be adjusted in low flow period to either increase or decrease the flood flow past the structure.

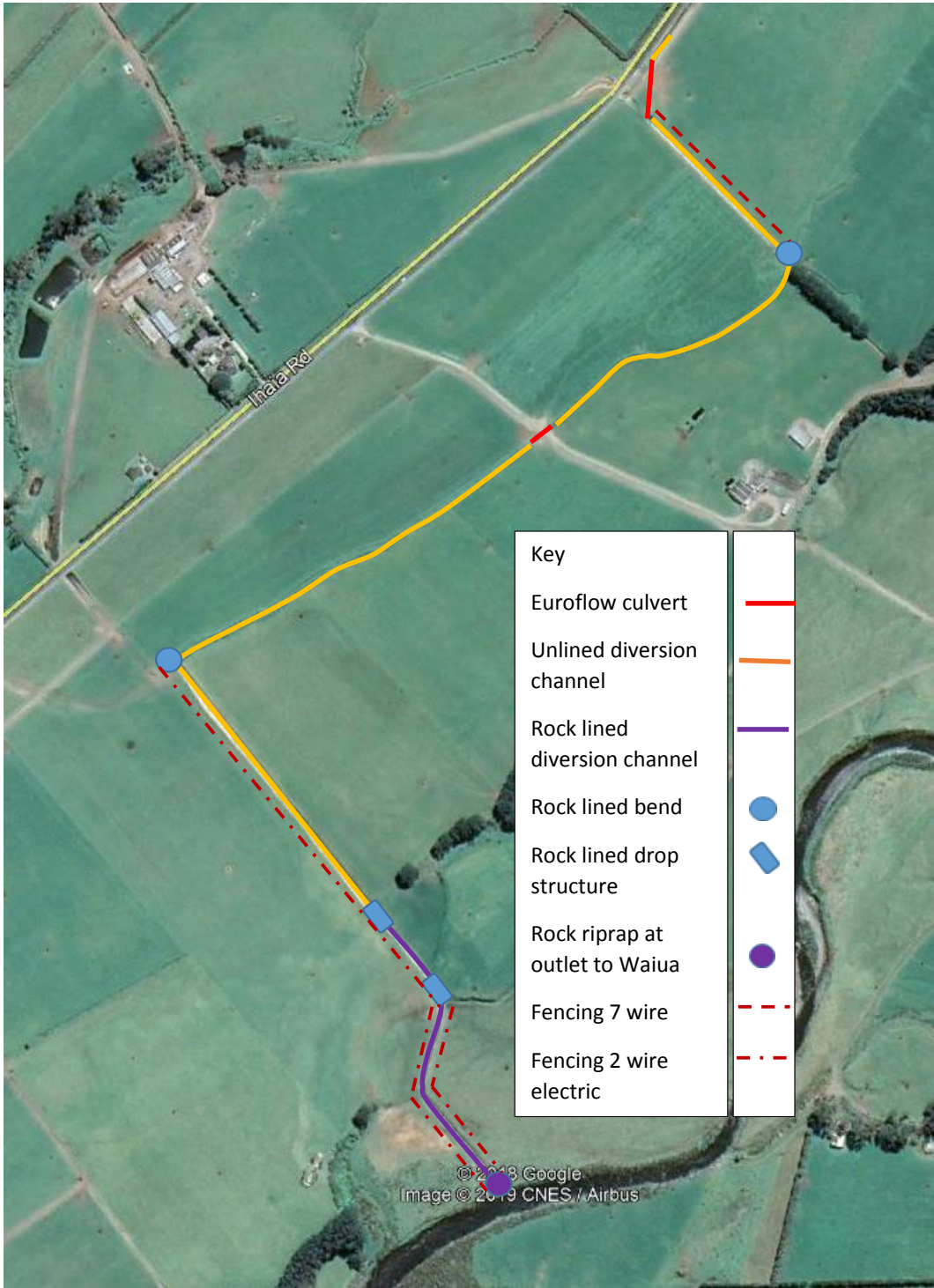


Figure 3: Location of Scheme Assets – Diversion to the Waiau River





Figure 4: Location of Scheme Assets – Diversion to the Otahi Stream



Figure 5: Location of Scheme Assets – Diversion to the Lower Hihiwera Stream

### 3.2 Asset capacity – design standards

#### 3.2.1 All channel asset, rock riprap, and culverts

All these assets have been designed to carry the flows and remain effective in a 1% AEP flood event.

The channels are designed to have at least 300mm of freeboard.

#### 3.2.2 The channel throttle on the Allison Street Channel

This assets has been designed to throttle the flow reaching the existing STDC control such that in a 1% AEP flood flows at least 3 cumecs will be diverted from the Allison Street channel into the diversion channel that flows towards the existing Hihiwera Stream railway culvert. The throttle plate is adjustable to allow a larger proportion of the flood flow to remain in the Allison Street channel downstream of the throttle gate if during flood flows, there appears to be surplus capacity in the channel.

### 3.3 Physical parameters

Table 1: Physical Parameters

Asset Type	Location	Life (years)	Quantity			
Diversion to the Otahi Stream						
Diversion channel	Refer to Figure 4	indefinite			400	m
Stopbank / guidebank		indefinite	130	m³	20	m
Rock riprap		indefinite	150	m³		
Rock riprap/drop structure		Indefinite	50	m³		
Fencing	Along left bank of diversion channel	20			350	m
Diversion to the Waiaua River						
Unlined diversion channel	Refer to Figure 3	Indefinite			560	m
Existing channel to maintained by Scheme		Indefinite			680	m
Rock lined diversion channel		Indefinite			254	m
Rock lined drop structure		Indefinite			52	m
Rock lining in channel		Indefinite	437	m³		
Rock Lining in drop structures		Indefinite	300	tn		
Euroflow culverts		Indefinite			72	m
Fencing – Post and 2 wire electric		20			962	m
Fencing 7 wire		20			208	m
Allison Street Channel diversion						
Diversion Channel	Refer to Figure 5	Indefinite			130	m
Concrete ling and entry slab		40	1	no.		
Channel Throttle		25	1	no.		



### **3.4 Asset condition**

#### **3.4.1 Diversion channels and rock linings**

The channel were excavated through natural ground in 2017 and 2018.

They will alter in shape slightly over time and as flood flows occur.

Channel stability will however continue to be monitored by visual inspection.

Rock riprap linings will be monitored to ensure it remain effective. Replenishment is generally not required but will be undertaken if required.

#### **3.4.2 Structures**

A regular programme of maintenance will be carried out as required on all structures. Asset condition is monitored by regular inspection. Structural concrete is inspected periodically.

#### **3.4.3 Fencing**

Fencing will need little maintenance unless damaged by the landowners. Regular inspection will be undertaken to ensure the channels are not damaged by stock gaining access through fences.

### **3.5 Asset management system**

The Taranaki region has a relatively small number of river control schemes within which infrastructural assets have been constructed and these schemes have a relatively small number of assets.

Because of this, it is possible to manage and keep track of these assets with very simple tools. Other councils that have a large network of infrastructural assets generally have an array of asset management tools used for the management of their assets.

The infrastructural assets are recorded in a simple Excel spreadsheet located on the Council's file system, Number 2571041.

The Council does not have a Schedule of River Scheme Assets located within its financial record system.

### **3.6 Asset value**

River scheme infrastructural assets in the Taranaki Region are valued at current replacement value.

The valuation of the Opunake Flood Protection Scheme assets are reviewed and updated annually following a detailed inspection of the total Scheme. This is a practical option as the area involved and the number of Scheme assets is relatively small.

The 2020 asset values are set out in Table 2 and in internal document derived from 'Asset Valuation Spreadsheet 2571041.

**Table 2: Asset Values (30 June 2020)**

Asset Type	Location	Quantity				Value 30/6/2020 \$
Channel						
Stage 1	Diversion to Otahi Stm	400	m			47,830
Stage 2	Diversion to Waiaua River	861	m			129,550
Stage3	Diversion with railway land	130	m			12,890
Rock Riprap						
Stage 1	Bends and drop structures	3,117	m³			21,530
Stage 2	Bends and drop structures	460	tonne			31,700
Stage 2	Channel lining	437	m³			47,180
Culverts						
Stage 2	Chainages 100 & 638	72	m			102,230
Miscellaneous						
stopbank	Stage 1 - Chainage 0	130	m³			4,240
Fencing	Stage 1	350	m			15,080
Fencing	Stage 2	1,170	m			29,970
Concrete entry slab	Stage 3		LS			2,540
Channel Throttle	d/s Gold Street		LS			5,940
TOTAL						\$450,680

Frodo: 2571041 and 2571039

## **4. Maintenance and renewals plan**

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### **4.1 Asset management system**

Maintenance refers to the work necessary to retain the operating standard or service capacity of the scheme and to keep the asset operational. Because the assets are subject to unpredictable climate events, the work needed cannot always be accurately forecast in time. However, experience gives a very good guide as to the type and general level of work necessary to meet scheme requirements in periods of 'normal' weather events i.e. the base level of maintenance.

Maintenance can include:

- Works to maintain a structural element e.g. a rock lining, drop structure or throttle structure;
- Regular operational activities, channel weed spraying
- Replacement of elements of the system such as fencing and other structural elements over time.

The maintenance plan will set out the programmes and costs required to maintain the desired level of service.

### **4.2 Service levels**

#### **4.2.1 General**

The current standard of protection provided by the Opunake Flood Protection Scheme is the 1% AEP standard.

The hydraulic capacity provided by river control works can be determined with reasonable consistency and accuracy. The greater problem is in determining the security of the primary defenses against erosion. The level of risk of failure can only be roughly estimated.

Since the Scheme assets have only recently been constructed (2017/2018), there are few records of past maintenance requirements or costs.

The channels and rock lining will settle down over time and vegetation becomes established but they remain a little vulnerable for a period of time.

#### **4.2.2 Channels**

The Council will maintain the channels to a level to ensure that they can adequately carry the design flood flows. For design standards see Section 3.2.

#### **4.2.3 Structures**

The Council will maintain all structures in a workable condition at all times to function to their design standards.

#### **4.2.4 Culverts**

Culverts, headwalls and outlet protection rock riprap will be monitored periodically. Clearing flood debris and rock riprap replenishment will be undertaken if the riprap is and when required.

### 4.3 Maintenance history

The Opunake Scheme assets were constructed in 2017 and 2018 and as such there is no maintenance history.

### 4.4 Maintenance programme

The Council has now developed a maintenance programme, which will minimize the risks of failures to the system, and thereby provide for the most efficient and economic operation, to the service standards determined previously. A detailed assessment has been undertaken of the work required to provide for the long term sustainable management of the Opunake Flood Protection Scheme assets.

The key work components of this are summarised in Table 3 below, along with a general description of the activity and its estimated required frequency. Frequencies given are for the range of conditions anticipated throughout the Opunake Flood Protection Scheme.

The Opunake Flood Protection Scheme assets have been separated into distinct components to ensure the Scheme assets are inspected at a level that identifies all maintenance issues. Inspection and reporting at a large scale can result in important items being missed.

**Table 3: Maintenance frequency**

Item/Activity	Description	Estimated Frequency
<b>Overall Scheme Assets</b> <ul style="list-style-type: none"> <li>General inspection</li> <li>Weed control</li> <li>Rock riprap mtce</li> </ul>	<ul style="list-style-type: none"> <li>Overview and general inspection of Scheme assets</li> <li>Weed spraying</li> <li>Checking riprap integrity and top-up</li> </ul>	<ul style="list-style-type: none"> <li>1 yearly OR</li> <li>Soon after significant flow events</li> <li>1 yearly check</li> <li>Top up as required</li> </ul>
<b>Diversion Channels</b> <ul style="list-style-type: none"> <li>Inspection of channel integrity</li> <li>Weed control</li> <li>Rock riprap mtce</li> </ul>	<ul style="list-style-type: none"> <li>Walkover inspection checking to ensure that there is no significant channel erosion.</li> <li>Weed Spraying and mechanical cleaning if required</li> <li>Checking riprap integrity and top-up</li> </ul>	<ul style="list-style-type: none"> <li>1 yearly OR</li> <li>Soon after significant flow events</li> <li>1 yearly</li> <li>As required</li> </ul>

<b>Culverts</b> <ul style="list-style-type: none"> <li>• Normal inspection</li> <li>• Inspection after flood event</li> </ul>	<ul style="list-style-type: none"> <li>• Overview and general inspection</li> <li>• Detailed inspection looking for inlet and outlet erosion and debris blockages</li> </ul>	<ul style="list-style-type: none"> <li>• 1 yearly</li> <li>• After flood event</li> </ul>
<b>Guide banks</b> <ul style="list-style-type: none"> <li>• Detailed inspections</li> <li>• Effectiveness</li> </ul>	<ul style="list-style-type: none"> <li>• Check integrity (stock damage)</li> <li>• After flood event – check to see that it catches overland flow from upstream channel</li> </ul>	<ul style="list-style-type: none"> <li>• 6 monthly</li> <li>• After flood event</li> </ul>
<b>Throttle structure</b> <ul style="list-style-type: none"> <li>• Normal inspection</li> <li>• Inspection after flood event</li> </ul>	<ul style="list-style-type: none"> <li>• Check for integrity and fixings</li> <li>• Check and clear debris</li> </ul>	<ul style="list-style-type: none"> <li>• 1 yearly</li> <li>• After flood event</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Fences and Gates</b></li> </ul>	<ul style="list-style-type: none"> <li>• Visual integrity check – repair as required</li> </ul>	<ul style="list-style-type: none"> <li>• 1 yearly</li> </ul>

In general the priority order for maintenance work in the Opunake Flood Protection Scheme will be:

- retaining the integrity of the diversion channels and drop structures;
- Keeping channels clear of weeds and debris
- keeping culvert entrances clear of debris and rock riprap integrity
- maintenance of ancillary works.

#### 4.4.1 Programmed inspections

All programmed inspections must be recorded and files in on Opunake files

All matters identified as needing action must be completed as soon as practicable and marked off on the inspection sheets once completed.

## 4.5 Maintenance costs

### 4.5.1 Existing

As the Scheme has only just been constructed, there are no historical maintenance costs.

### 4.5.2 Asset maintenance expenditure requirements

All expenditure on infrastructure assets will fall into one of two categories: capital expenditure or operating expenditure.

(a) Capital expenditure.

There are no plans for any capital improvement works

(b) Operating expenditure

All maintenance, upgrading, reconstruction, renewal and renovation work that does not increase the capacity of assets is treated as operating expenditure.

Operating expenditure can be divided further into two; normal ongoing day to day routine maintenance works and those other more infrequent larger projects that upgrade or renew the asset to its full (or original) service potential.

- (i) Routine maintenance expenditure: Routine Maintenance projects can be expected to display some of the following characteristics:
- Regular and ongoing annual expenditure necessary to keep the assets operating at the required level of service, e.g. inspections; management; liaison with ratepayers etc.
  - Day to day and/or general upkeep works designed to keep the assets operating, e.g. insurances, power costs.
  - Works which provide for the normal care and attention of the asset including repairs and minor replacements.
  - Minor response type remedial works i.e. isolated instances where portions or sections of a unit of an asset fail and need immediate repair to make the asset operational again.

*This work would be charged to: "Opunake Scheme Maintenance" – 30 03 04 2464*

- (ii) Renewal expenditure: Work displaying one or more of the following attributes can be classified as renewal expenditure:
- Works which do not increase the capacity of the asset, i.e. works which improve and enhance the assets restoring them to (or below) their original size, condition, capacity, etc.
  - The replacement component of augmentation works which does not increase the capacity of the asset, i.e. that portion of the work which restores the assets to their original size, condition, capacity, etc.
  - The replacement component of a capital work which replaces the redundant element of an existing asset.
  - Renewal and/or renovation of existing assets, i.e. restoring the assets to a new or fresh condition.

*This work would be charged to: "Opunake Scheme Maintenance" – 30 03 04 2464*

## **4.6 Expenditure**

With the completion of the capital works undertaken over then period 2017 to 2018, Expenditure in the foreseeable future will focus almost entirely on maintenance with some minor renewals.

A long term program of monitoring and maintenance works with detailed cost estimates and the average annual expenditure required to ensure the Scheme is maintained to its full service potential is set out in Section 6.

## **5. Funding and financial planning**

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### **5.1 Accounting policies**

It is the accounting policy of the Council that the Opunake Flood Control Scheme's assets are not depreciated. The funds required to maintain the asset in an as new condition are considered to be the maintenance budgets in the forthcoming period.

The Council uses the following procedures when applying the above policy:

- all expenditure (routine maintenance, flood damage maintenance and maintenance works) to maintain the existing as new condition (as required by the scheme objectives) is considered to be normal maintenance work and is financed as part of the maintenance budgets established for the period; and
- any additional new minor capital works that increases the assets performance ability are included in the capital works budget for the period, but, are still financed from any accumulated reserve funds.

The Council also values the assets annually.

### **5.2 Revenue and financing policy**

It is the Council's policy that river control schemes are funded by targeted rates over the community benefiting from the protection.

The Opunake Flood Control Schemes is funded from a rate that is a 100% capital value based targeted works and services rate, applied over the whole of the South Taranaki District. This system is considered to be the most administratively efficient and appropriate funding mechanism.

### **5.3 Funding for disaster relief**

The Taranaki Regional Council has made the decision to be self-funding in the event of a major disaster in the flood management scheme areas. This philosophy exists due to:

- the potentially high cost of insurance (relative to the benefits)
- the low probability of accessing Government or other disaster funding through participation in projects such as LAPP (Local Authority Protection Programme)
- the ability of the Council to reinstate the assets without significant financial implications

### **5.4 Routine maintenance costs**

Routine maintenance costs for the Opunake Flood Protection Scheme assets will be relatively constant and easy to estimate. The cost of routine maintenance has been based on estimated works requirements but will need to be amended over time as maintenance records are collected. The estimated costs include monitoring and maintenance. The new maintenance programme is set out in Section 4.4 and estimated maintenance costs are set out in Section 6.



## **5.5 Flood damage funding**

Due to the variability of flood events and their unpredictability, determining an appropriate programming of flood damage maintenance expenditure is more difficult than estimating routine maintenance allowances. Annual flood damage maintenance expenditure will vary greatly, from virtually nothing to moderate costs if damage to rock riprap of channel banks occur. Costs over a number of years could be very low, then, during a period of more intense flooding, maintenance costs could increase to beyond the annual average.

Therefore, no sensible programming of the flood damage costs can be prepared. Rather the estimated an annual average flood damage maintenance cost could be used to guide annual scheme funding, with the unexpended portion of the budgeted costs accumulated year by year. As no annual flood damage costs have occurred to date, no estimate can be prepared at this point in time. This matter should be reviewed in 5-years time.

In the cases where there are significant flood damage repairs, the process established in section 5.6 would be utilised to reinstate the schemes to as new condition.

## **5.6 Non-routine maintenance costs**

From time to time the Council needs to expend additional funds to maintain the level of protection offered by the flood control schemes because either the river and stream channel dynamics have significantly changed or the Council's knowledge and understanding of the schemes has improved. This expenditure is not of a capital nature as the overall level of protection offered by the schemes has not changed. Accordingly, it is included in the Annual river works budget. This expenditure has to be funded using the same funding policy as the other maintenance expenditure.

## **5.7 Capital works funding**

Capital expenditure that increases the level of protection provided by a scheme will generally be funded by either external or internal borrowing. This reflects the long life of the assets and the need to spread the costs of those assets over the life of the assets. Interest and principal repayments for the borrowing will be funded by the targeted rate.

No capital improvements are envisaged for this scheme

## **5.8 Financial planning**

The funding of expenditure on the Opunake Flood Protection Scheme is by way of a targeted rate. This is currently set to cover all expenditure in accordance with the Revenue and Financing Policy.

Any under-expenditure on the scheme is transferred to the South Taranaki River Scheme reserve. Similarly, any over-expenditure is funded from a transfer out of the reserve. As at 30 June 2019 the balance of this reserve was zero.

Each year, the targeted rate is expected to fund the routine maintenance plus any flood damage maintenance work identified in the annual programme for the schemes. As noted above, if there is an unusually high level of repairs arising out of the annual review then this will be funded via the process outlined in Section 5.1.

If there were no significant repairs arising out of the annual inspections then the reserve fund would continue to grow. The appropriate maximum level for the reserve needs to be considered.

This level is dependent upon the Council's ability to reinstate the assets as a result of a rare large damaging flood event. The Council has a philosophy of self-insurance to recover the service potential of the scheme assets after such an event. The estimated worst case scenario is total flood damage of \$500,000. The Council needs to be able to fund this level of expenditure at a maximum.

## **5.9 Funding for disaster relief**

In all river flood control schemes the damage caused by the rare large floods is particularly hard to estimate and can vary greatly. This damage occurs at irregular intervals, with unpredictable timing. In the case of a major flooding event it is proposed that funding for reinstatement be accessed through the following hierarchy:

- First, any unused/uncommitted funds from the maintenance budgets for the river control schemes for that financial year will be used;
- Second, any balance remaining in the reserve fund will be used;
- Third, any surplus Council-wide cash and investment balances will be loaned to the scheme reserve fund; and
- Finally, consideration will be given to the raising of debt finance.

The individual options available will be considered on a case by case basis.

## 6. Maintenance and monitoring cost estimates

Table 4 sets out the ongoing cost of maintaining and monitoring of the Opunake Flood Protection Scheme.

The frequency of the works have been estimated but may vary as a result of the frequency of flood events and other changes that may necessitate more frequent activities in some areas.

The actual will vary from year to year but will be known when annual budgets are prepared.

Table 4: Long Term monitoring and Maintenance Requirements

Item	Work Description	Work Frequency	contractor cost	TOTAL annualised
		Years		Excluding Staff
<b>General</b>	6 monthly inspections			
<b>Drain Maintenance</b>	Spraying	1	1500	1,500
<b>Channel Maintenance</b>	Erosion repair - rock riprap	5	5000	1,000
General Maintenance	Fencing and culverts	5	2,000	400
<b>TOTALS</b>				<b>\$2,900</b>

Table 5 sets out the estimated cost of managing and maintaining the Opunake Flood Protection Scheme for the period 2021 to 2031.

The estimates separate the staff and internal cost from external costs that would be contracted out. The flood damage allowance is as per Section 5.3.

Table 5: Cost estimates 2021 to 2031

Year	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Contracting Costs	\$ 1,500	\$ 1,500	\$ 6,500	\$ 3,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 6,500	\$ 3,500	\$ 1,500
Total Annual Maintenance co	\$ 1,500	\$ 1,500	\$ 6,500	\$ 3,500	\$ 1,500	\$ 1,500	\$ 1,500	\$ 6,500	\$ 3,500	\$ 1,500

Note: In addition to these costs, an allowance for flood damage of \$10,000 is shared with the Okato and Waitotara Schemes.

## 7. Infrastructure Strategy

This Infrastructure Strategy identifies:

- the infrastructure issues for the Scheme for the period from 2015 to 2045; and
- the principle options for managing those issues and the implications of the options.

The Opunake Flood Control Scheme was constructed in 2017 and 2018 to provide protection to the 1% Annual Exceedance Probability (AEP) flood event with an allowance for increase flood flows arising from climate change to the year 2065.

The land use in the area protected by the Scheme is a mixture of rural, commercial, industrial and residential with the majority of the area being rural and residential. The 1% AEP protection standard is considered to be the accepted standard for town the size of Opunake.

Changes in the land uses are likely to occur over time but it is unlikely that the percentages of land use type will vary significantly over the next 30 years. The value of the assets in and around Opunake protected by the Scheme are very unlikely to change significantly over the next 30 years to warrant an upgrade to a higher standard of protection. Notwithstanding this, there is no plan to further upgrade to the level of service provided by the Scheme before 2065 as the Scheme will provide at least 1% AEP standard until that date.

The risk to the Scheme infrastructure arising from natural disasters is low. The nature and ongoing maintenance of the assets make them resistant to significant damage in large flood events. Any damage that did occur would be funded from Scheme Reserves. \$10,000 is budgeted each year for the repair of flood damage from the South Taranaki Schemes and if unspent, accumulates in the Scheme reserves account.

The Scheme has infrastructural assets that fall into six types. The following table sets out how the Council will manage these asset types.

**Table 6: Renewal and replacement requirements**

Asset Type	Renewal or replacement requirements	Expenditure
Open earthen channels	<ul style="list-style-type: none"> <li>• No replacement required. The channels will be maintained to the design shape and standard.</li> </ul>	Operational
Open rock lined channels	<ul style="list-style-type: none"> <li>• No replacement required. The channels will be maintained to the design shape and standard.</li> </ul>	Operational
Rock riprap drop structures	<ul style="list-style-type: none"> <li>• No replacement required. The channels will be maintained to the design shape and standard. Minor topping up may be required very irregularly.</li> </ul>	Operational
Euroflo culverts and headwalls	<ul style="list-style-type: none"> <li>• Culverts and headwalls have a life exceeding 30 years</li> </ul>	Nil
Throttle structure	<ul style="list-style-type: none"> <li>• Galvanized steel structure generally above water level – unlikely to require replacement in foreseeable future</li> </ul>	Nil
Fencing and gates	<ul style="list-style-type: none"> <li>• Fences and gates have a life shorter than 30 years but individually have a low replacement cost and will be replaced as a maintenance activity as required</li> </ul>	Operational

Opunake Flood Control Scheme - Asset Management Plan  
August 2020

## Risk Management

The following table sets out the risk faced by the Scheme assets by natural disasters and indicates the financial implications and potential size of that risk.

The potential risk to the Scheme assets arise from over design flood events and from earthquakes.

**Table 7: Risk factors by Scheme asset**

Asset Type	Disaster Type	Risk	Financial Risk	Expenditure type to fund repair
Open earthen channels	Flood	Some minor erosion damage possible. Any damage would be very localised	Minor	Operational
Open rock lined channels	Flood	Some minor erosion damage possible. Any damage would be very localised	Minor	Operational
Rock riprap drop structures	Flood	Some damage possible. Any damage would be very localised	Minor	Operational
Euroflo culverts and headwalls	Flood	Could suffer minor damage from being overtopped	Minor	Operational
Throttle structure	Flood	Minimal	Minor	Operational
Fencing and gates	Flood and Earthquake	Could suffer minor damage due to foundation failure	Minor	Operational

The indicative estimated set out below for the management of the Scheme assets is drawn from Section 6 of this plan. There will be no capital expenditure over the next 30 year period.

**Table 8: Indicative 30year estimate**

Year(s)	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028	2028/ 2029	2029/ 2030	2030/ 2031	2031/ 2036	2036/ 2041	2041/ 2046	2046/ 2051
Estimated operating costs (\$1000's)	1.5	1.5	6.5	3.5	1.5	1.5	1.5	6.5	3.5	1.5	15	15	15	15

## Assumptions Made

The assumptions made in determining the above estimates are:

- That the frequency and size/nature of the future maintenance works required are in line with that which has occurred over recent years.
- That the frequency of damaging flood events and the damage that occurs in these events does not change significantly.

## 8. Performance monitoring

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As well as the regular inspection and monitoring of Opunake Flood Protection Scheme assets to ensure that they maintain their integrity and provide the required flood standard, there is a need to monitor the performance of the Scheme in relation to its protection standard.

Traditional performance monitoring techniques are not easily applied to management of river schemes. Outcomes depend on the occurrence of unpredictable flood events, and the nature of fluvial hydraulics is complex and subject to random phenomena. However, it is still possible to apply the general principles of monitoring. Indeed, performance monitoring is required in order to adequately manage the assets. Review of the asset management plan will also depend on findings of performance monitoring.

The goal of the Opunake Flood Protection Scheme is to maintain the risk of flood damage at acceptable levels, by maintaining the desired levels of flood protection (note that the risk of flood damage rather than actual flood damage is referred to).

Cross section surveys are one of the most important monitoring programmes for management of the Opunake Flood Protection Scheme. The cross section surveys can be used to help identify volumetric changes to the river and stream channels and banks, and possibly local points of erosion or deposition. Using the cross-section information, changes in cross sectional area of the river that may impact on flood carrying capacity of the channel can be monitored and the design flood levels can be reassessed every fifteen years or so. Any significant reduction in channel cross section would require more frequent reassessment. Stopbank surveys are used to monitor the available freeboard.

### 8.1 Flood level monitoring

On the diversion channels, flood flows that get to within 0.75 meters of the top of the channel bank at any points along the channels must be monitored closely. If possible maximum water levels must be observed and pegged during the flood event and later surveyed. If the actual event cannot be monitored, as soon as possible after the flood event has receded, the highest debris marks must be carefully observed, pegged and surveyed.

It cannot be stressed strongly enough how important this information is. Good actual flood information will enable the flood flow models to be checked and channel and culvert size fine-tuned if required.

If flood levels are pegged during an event, the time at which the various parts of the river were pegged must be recorded.

#### 8.1.1 Record keeping

All monitoring records must be filed in the Council's electronic filing system with clear reference to the channel being monitored, and the dates of the event.

**Appendix 1**

**Inspection Sheets**



**Date:** 19 October 2020

**Subject:** **Asset Management Plans for Hollard Gardens and Tūpare**

**Approved by:** D Harrison, Director - Operations  
S J Ruru, Chief Executive

**Document:** 2599804

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### **Purpose**

1. The purpose of this memorandum is to advise that the revised asset management plans have been prepared for Hollard Gardens and Tūpare and to provide a summary of the revisions.

### **Executive summary**

2. The three-year revision of the respective asset management plans for Tūpare and Hollard Gardens are complete. These plans are designed to maintain, develop and position the gardens for the Taranaki community and their visitors to engage and enjoy.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives and adopts the Hollard Gardens and Tūpare asset management plans
- b) agrees to the budgets and summarised proposals of the two asset management plans in the *2021/2031 Long-Term Plan Statement of Proposal*.

### **Background**

3. The original asset management plans for Hollard Gardens and Tūpare were adopted in 2005 with subsequent revisions in 2008, 2011, 2014 and 2017. These plans contain a strategic framework, goals and objectives to position the gardens as high quality public garden experience.

### **Discussion**

4. The asset management plans for Hollard Gardens and Tūpare are in their fifth revision and in a consolidation phase after the completed infrastructure and facilities development of the previous plans.



5. The focus of these asset management plans are:
  - maintaining and enhancing the infrastructure and facilities to a high standard to complement the respective gardens;
  - growing community ownership pride and the general visitation;
  - to continue to refine and improve the actual gardens so they respectively maintain an excellent standard.
6. There are no major projects programmed for Tūpare and Hollard Gardens in the next 10 years and the budgets reflect that. However, there are a number of smaller projects proposed over the next three years. These projects focus on improving the facilities and the garden environment.
7. Hollard Gardens projects include:
  - Children's playground installation in year one and year three.
  - New shelter in Old Garden overlooking the Swamp in year two.
8. Tūpare has only one project which is to upgrade boundary fence and security yard.

#### **Decision-making considerations**

9. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

#### **Financial considerations—LTP/Annual Plan**

10. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

#### **Policy considerations**

11. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

#### **Iwi considerations**

12. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

#### **Legal considerations**

13. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

**Appendices/Attachments**

Document 2508001: Tūpare Asset Management Plan

Document 2509170 : Hollard Gardens Asset Management Plan



## Tūpare Asset Management Plan

(2021/2031)

Revision 1 July 2020

Taranaki Regional Council

Private Bag 713

Stratford



## Quality Control Information

Document	Tūpare Asset Management Plan - 2508001
Date	July 2020
Prepared by	Greg Rine
Reviewed by	Greg Rine, Regional Gardens Manager, Taranaki Regional Council.

## Revision History

Revision	Revision Date	Details	Authorised	
			Name/ Position	Signature
1	July 2008	Three yearly review	Mike Nield	
2	July 2011	Three yearly review	Mike Nield	
3	July 2014	Three yearly review	Stephen Hall	
4	July 2017	Three yearly review	Stephen Hall	
5	July 2020	Three yearly review	Stephen Hall	

## Authorised for Release

Name/Position	Signature
Director Operations, Taranaki Regional Council	
Steve Ruru Chief Executive, Taranaki Regional Council	



## Executive Summary

Tūpare is a 3.6 hectare property situated at 487 Mangorei Rd, New Plymouth. Developed from 1931 by Sir Russell and Lady Mary Matthews and their family, Tūpare has been regarded as one of New Zealand's finest landscape gardens. The blend of a Chapman- Taylor heritage house, hard landscape features, tree and shrub plantings and flowerbeds, makes it a garden of distinction that has received much regional and national acknowledgement.

Governance and ownership of Tūpare was transferred to the Taranaki Regional Council for the people of Taranaki, in 2002.

This plan identifies the ongoing potential of Tūpare as a unique house and garden experience for the public value and the collective potential of the three regional gardens as a world class cluster of public gardens.

### The vision for the Tūpare experience

*"Relive the splendour"*

Experience a beautifully restored garden and Chapman-Taylor home. Sculptured from the Taranaki hillside, this is the premier landscaped garden. Sense the prestige, lifestyle and stories of the Matthews family and the people who surrounded them. Enjoy a relaxed stroll through the garden, a picnic with friends and family, or high tea in the homestead. Or perhaps take in a tour of the house and experience a taste of 1950s Taranaki home life, Matthews family style.

This plan seeks to focus and develop Tūpare to realise the above description in a way that:

- Protects the heritage and domestic qualities of the House and Garden,
- Captures the splendour of the gardens,
- Is accessible and appealing to a broad audience,
- Increases New Plymouth's and the wider Taranaki Community's pride and use,
- Maintains and enhances the high standard of visitor services and events,
- Leads to the ongoing improvement and redevelopment of Tūpare,
- Maintains an inclusive environment between Tūpare, individuals and groups.
- Capitalises on the collective potential of Tūpare Pukeiti and Hollard Gardens as a 'world class cluster of public gardens'.





## The 2020 Review

The 2005 Tūpare Asset Management Plan acknowledged the value of the Tūpare experience and provided the framework and opportunity for an exciting restoration, development and upgrade programme. The last review (2017) review consolidated the upgrade work with a continued focus on improving the property.

In achieving this programme the plan's purpose is to protect and guide the vision and goals for the garden whilst reflecting the changing needs of the local community and visitors.

To ensure it is achieving this purpose the plan is reviewed on a three yearly basis with a major update every seven to ten years as part of the Asset Management Plan process.

This plan has been reviewed as part of the 2021/2031 Long Term Plan (LTP) process.

The review measured the achievements against stated goals and objectives, the continued relevance of these achievements and tested the current validity of the goals and objectives and their supporting policy and where appropriate repositioned the plan.

This 2020 review refines the original goals and objectives of the plan as well as introducing climate change and tikanga. These existing and new goals and objectives, and their supporting policy, are robust and relevant for the future. They will provide the ongoing framework for Tūpare.

The review also highlighted the progress made in terms of increased visitor numbers, community ownership and continual improvements of the gardens and the visitor experience. Over the past three years these areas have been the focus of activities at Tūpare.

As a result of the developments and improvements achieved, Tūpare is well positioned to consolidate its regional audience, adapt to a new national and international audience and build on the quality visitor experience.

This 2020 plan provides a new programme for the 2021-2031 period. This programme aims to continue to fulfil the purpose of the plan and to specifically increase community benefit from Tūpare.

The recommendations for priority tasks over the next three years to achieve this are:

1. Promote local community support and engagement.
  - The priority is the local North Taranaki community ,
  - Facilitate and promote community engagement through the 'Friends of Tūpare' who continue to engender community involvement and a sense of community ownership,
  - Continue developing opportunities for education and experience of the landscape, cultural and heritage values of Tūpare,
  - Maintain a shared position with Hollard Gardens and Pukeiti as a world class cluster of public gardens for the management and promotion of events, advertising and communications with the aim to facilitate and promote a common audience .
2. Implement the Marketing Plan to attract, inform and engage audiences.
  - Implement a marketing programme for the engagement of the variety of target audiences, local, regional, national and international,
  - Continue an active programme of monitoring visitor numbers and the quality of the visitor experience to inform future development plans, maximise the Council's investment and value for stakeholders,

- Communicate the vision for long-term strategic direction, and development priorities for projects.
3. Implement the Tūpare Plant Collection Plan 2005.
    - Continue to implement Collection Management and Development Plan,
    - Actively manage the garden in a manner consistent with the Collection Management and Development Plan policy as outlined within this plan.
  4. Continue to undertake appropriate garden restoration and development in accordance with the research and planning undertaken.
    - Restore, maintain and develop the garden and landscape.
  5. Maintain and enhance the period restoration of the house, cottage and all landscape and ancillary structures to protect their authentic character and design.
    - Continue appropriate maintenance and management of the house, cottage and all landscape and ancillary structures to maintain their authentic period character, design and future relationship to the property,
    - Give top priority to public use, enjoyment and controlled public access to the main interior areas,
    - Maintain and enhance the restored garden cottage to tell the story of the garden and house development,
    - Continue long term preservation and maintenance activities, as required, for the house, cottage and all landscape and ancillary structures.
  6. Continue to provide public with access to the garden at no charge.
    - Charges will be made for added value services and use for public and private functions and events.

The Council adopted this Asset Management Plan Revision in \*\*\*\*\* 2020.

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## Introduction

### Context

Taranaki is nationally and internationally recognised as a garden province, well known for its parks, gardens, leading plants-people and horticultural innovators.

Its distinctive landscape, topography, soils and climate provide an excellent physical environment for the growth and well-being of a diverse range of plants. Nurseries and garden developers in the region have capitalised on this environment for the past one hundred years.

The Taranaki Regional Council successfully introduced the Empowering Act 2001 to enable it to be directly involved in regionally significant recreation, cultural and heritage projects. The Act followed the recommendations of the Regional Gardens Report by notable horticulturalist Alan Jellyman, which specifically highlighted Hollard Gardens, Tūpare, and Pukeiti as three significant gardens that would benefit from such an association.

As a result the Council is responsible for the governance of Tūpare, Hollard Gardens and Pukeiti.

The Taranaki Regional Council's 2004/2014 LTCCP identifies as a main objective that Tūpare, along with Hollard Gardens and Pukeiti, be maintained and enhanced as a regionally significant recreational and heritage amenity.

International and national trends also demonstrate an increasing interest in, and need for, the natural environment, conservation, recreation and tourism – all of which are relevant to this plan.

The Taranaki Regional Council is providing the garden management, development and marketing of these three properties.

### Stage One Report: Strategic direction and framework

In March 2003, Taranaki Regional Council, Pukeiti Rhododendron Trust, key stakeholders and the community were presented with the Taranaki Regional Garden Project Stage Report - Strategic Direction and Framework.

The Framework highlights points of strength/uniqueness and synergies related to audience experience development in each garden. Issues include increasing the range and numbers of visitors, developing community use and pride, developing the gardens' unique identities, broadening services (including activities and events), and exploring new alliances and partnerships.

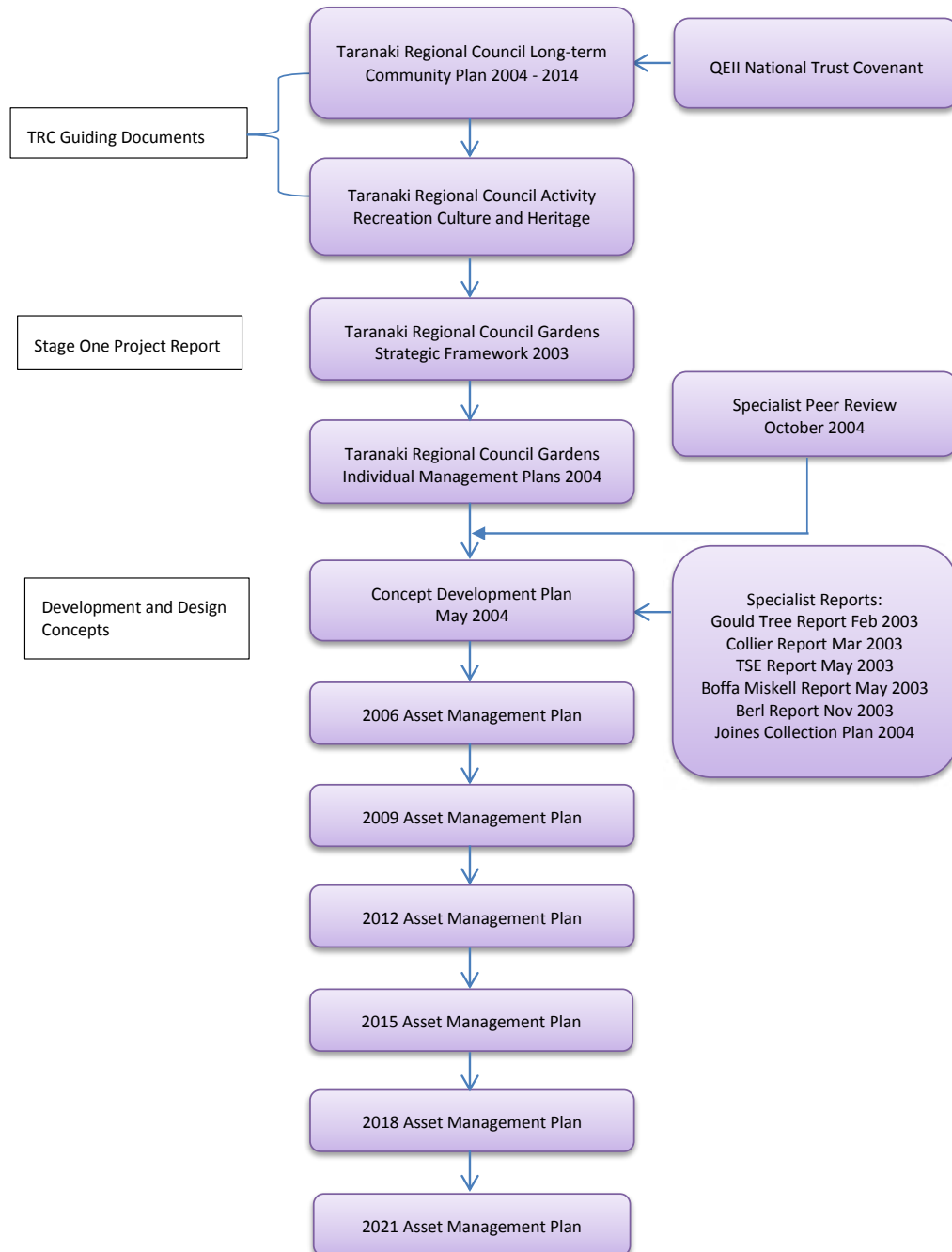
The process highlighted five main areas of potential development for the gardens:

- Establishment of distinctive points of difference,
- Provision of new and enhanced facilities and services,
- Improved access - physical, informative and interpretative,
- Potential value of additional partner relationships,
- Shared services between the three gardens including - collection records management, marketing, maintenance service provision, education, staff training and development.

Community and other stakeholder consultation throughout this report process has identified a high level of support, strong interest and pride in the gardens, and has highlighted the opportunities for these gardens to be more closely linked.

## Management Plan relationships

The Tūpare Management Plan relates to a variety of Taranaki Regional Council policy and planning and is informed by a number of external specialist reports.



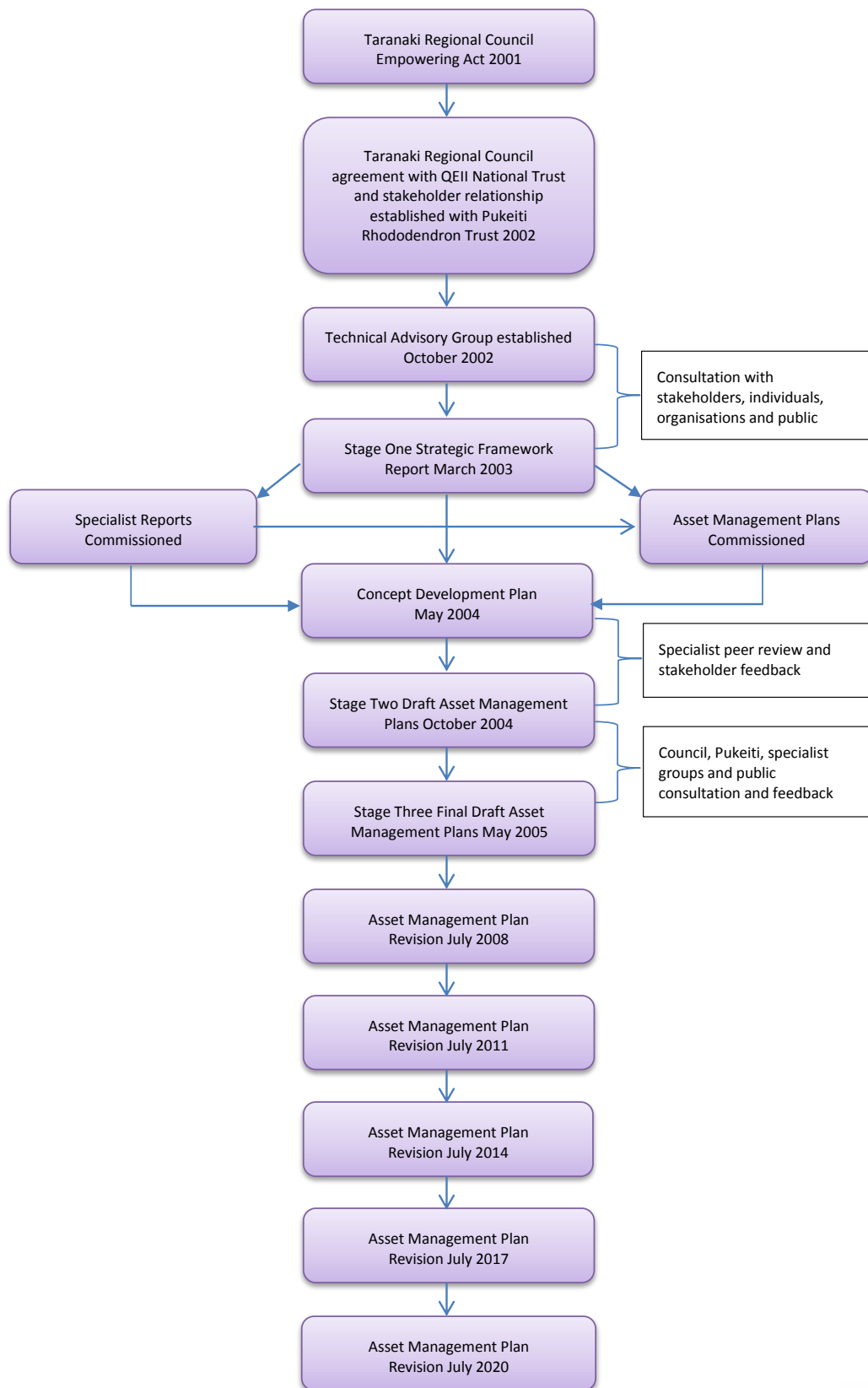
## 2020 Management Plan inputs

A wide range of activities and experiences were called upon in the development of this plan. Ongoing activities including extensive visitor and user surveys have provided a wealth of institutional knowledge relating to the changing needs and preferences of garden users, visitors and community groups.

The use of first hand data, direct from user to provider, has allowed management to act swiftly upon identified needs. The result is the provision of dynamic services and opportunities to meet both immediate and longer term community and visitor requirements.

This plan has been developed with careful consideration of the direct input from garden users, visitors and community groups. The process has been, and still is to; continue with and develop what works, revise or reverse the unsuccessful and always act within a framework of knowledge of user requirements, preferences and projected demands.

## Management Plan development process





## Management Plan purpose

The Plan provides direction and guidance for the Taranaki Regional Council's management of Tūpare over the next 10 years. The Council aim is to focus and develop Tūpare to realise the vision in a way that:

- Protects the heritage and domestic qualities of the house and garden,
- Captures the splendour of the gardens,
- Is accessible and appealing to a larger audience,
- Increases New Plymouth's and the wider Taranaki community's pride and use,
- Provides a range of quality visitor services and events, and builds on the collective opportunity of a world class cluster of public gardens
- Leads to the ongoing improvement and development of Tūpare,

This Plan identifies strategies, goals, objectives and principles for the programme of development, operations, management and public use of Tūpare.

## Management Plan structure

The Plan is in four sections.

### Section One: Background

Provides a quick snapshot of Tūpare's history, the house and gardens and its current audiences and use.

### Section Two: Strategy

The vision, goals and objectives supported by recommended policy.

### Section Three: Programme

A summary of the key tasks, both management and development, in relation to the main goal areas.

### Section Four: Budget and Asset Management Details

The financial plan for the operations and programme.

### Section Five: Collection Plan

The plan for management of the collection.

## Management Plan monitoring and review

This Asset Management Plan is a dynamic document that should evolve with the garden, its audience and community. The plan should always protect the vision and goals for the garden and reflect the changing needs of the community and visitors.

This plan should be reviewed on a 3 yearly basis with a major update every 7 to 10 years. The review should measure the achievements against stated goals and objectives, and the continued relevance of these achievements.

The update should test the current validity of the goals and objectives and their supporting policy and, where appropriate, reposition the plan.

### 2020 Review

Since the inception of the gardens' Asset Management Plans, development and direction of Tūpare, Hollard Gardens and Pukeiti has been driven by the goals and objectives of the plans. These goals and objectives,

and their supporting policies, are robust and are still valid. They will continue to provide the ongoing framework for all three gardens.

The last three years, from 2018 – 2021, have seen major activity at all three gardens revolving around the concept of community ownership and the management of the growth in visitor numbers resulting from consolidating community involvement.

The implementation of the Plant Collection Plan is ongoing through the use of the “IrisBG Plant Collection Database”. The process of plant verification and input into the database is established and ongoing. The Collection Plan has been reviewed as part of the 2020 review and climate change adaption included as part of the strategy.

At Tūpare there continues to be a focus on resourcing the garden with appropriate staffing levels. This comprises a dedicated Head Gardener and two full-time Gardeners. The ability for staff to move between the three gardens is ongoing and is encouraged.

In summary, achievements from 2018 to 2021 for Tūpare, include:

- Continued consolidation of the Events Calendar including workshops and fairs
- Staff resourcing
- Involvement of ‘Friends of Tūpare’ assisting with gardening and hosting of house tours
- Continued garden development with new garden borders on the Conifer Green
- Endorsed as a Garden of International Significance by NZ Gardens Trust
- Stabilising the embankments on the river flat
- Upgrading the Cottage interior with heating and new interpretation
- Introducing thematic booklets to enhance the garden experience
- Cottage landscaping and entrance paving

There has been significant progress in developments and upgrades. These have been highly successful in providing the platform for community ownership, pride, use and knowledge.

In terms of the main goals and objectives of the Tūpare Asset Management Plan, there have not been any significant changes. These goals, objectives and principles are still valid and provide the foundation for the ongoing growth and development of the Tūpare experience.

The programme of capital expenditure, asset renewals and non-routine maintenance has been developed for the 2021 - 2031 period and is included in section four. This has also included an upgrade of the reporting of the Asset Management Plan details aligned to the Office of the Auditor General’s criteria for assessing conformity to “core” asset management planning criteria in accordance with the NZ Local Government Act in 2002.

The programme for the next ten years is outlined in section four.

## 1 Section 1: Background

### 1.1 History

In 1931, Russell and Mary Matthews bought 3.6 hectares of gorse and blackberry covered farmland at the edge of the Waiwhakaiho River. The area was called Tupare after Ngati Tūpare Kino, the Maori people who had once lived there.

There was only one tree - a mahoe - on the site. It was the time of the Depression and for 18 months, men cleared the gorse and blackberry through the "over the fence" scheme, which subsidised the unemployed. The Matthews planted shelter trees and moved in to a corrugated iron shed on the site.

Architect-craftsman, James Chapman-Taylor, was commissioned in 1932 to design a Tudor-replica home with reinforced concrete walls made with shingle from the Waiwhakaiho River, adzed Australian hardwood beams and a cedar shingle roof. The house took 12 years to build.

The first tree planted was a kauri given by Mary Matthews' parents to celebrate Russell's birthday, July 26, 1932. The garden's collection and landscape evolved in a similar manner, marking events and relationships of the Matthews family.

In its heyday, Tūpare was considered to be *the* landscaped garden in the country. Each Labour weekend, the Matthews family would open the gates to a large number of visitors from throughout New Zealand who made the pilgrimage to enjoy the spring colour and the privilege of sharing this private, stylish world.

In 1985, the Matthews family passed their home to Queen Elizabeth II National Trust who, along with member councils of the Taranaki United Council, bought both house and garden. Governance and ownership of Tūpare were transferred to the Taranaki Regional Council in 2002.

In 2006 adjacent land to the north of the property was purchased by the Taranaki Regional Council. This land has been incorporated into the garden and includes the carpark and entrance.

### 1.2 Description

Tūpare is a 3.6 hectare property situated at 487 Mangorei Rd, New Plymouth. The property slopes from its northern boundary of Mangorei Rd, its only point of access, to a river flat area adjacent to the Waiwhakaiho River on its south-eastern boundary.

Tūpare has been regarded as one of New Zealand's finest landscape gardens. The blend of a Chapman-Taylor-style heritage house, hard landscape features, tree, shrub and herbaceous plant compositions, makes it a garden of distinction that has received much regional, national and international acknowledgement.

The garden is not a botanical plant collection as such, but rather a fine example drawn from its period of development starting from the mid half of the 20th Century. Its strengths lie in the use of the hillside landscape, its display qualities and its intimacy and relationship with the house.

Tūpare's gardens have been described as "heritage gardens". The central focus of these heritage qualities is reflective of the passion and development over the Matthews' era. This term reflects both the house and the garden landscape that are inextricably integrated.

The relationship between house and garden is an essential part of the Matthews family development of the landscape. The garden was a living home-landscaped garden with tracks, vegetable patch, orchard, glasshouse and functional areas such as the tennis court and terraces.

Tūpare is a private, exclusive, heritage home and garden experience. It reflects the uniqueness of its topography and the skill and passion of the Matthews family who developed it.

### 1.3 Governance

The Matthews family vested the governance and ownership of Tūpare in the QEII National Trust in 1985.

Governance and ownership were then transferred to the Taranaki Regional Council for the people of Taranaki, in 2002.

Today, the gardens are funded by the ratepayers of Taranaki through the Taranaki Regional Council.

### 1.4 Current audience

Tūpare is a public garden that is estimated to attract in excess of 43,000 visitors annually. Ongoing strategies have broadened the audience to include a more diverse cross section of the public.

It is open all day, every day for visitors throughout the year with the main visitor season from September to March peaking over the annual Taranaki Garden Festival in October/November.

## 2 Section Two: Strategy

### 2.1 Vision

"One of New Zealand's finest heritage house and garden experiences".

### 2.2 Visitor experience

Tūpare is conveniently close to the heart of New Plymouth, yet suitably located in semi-rural landscape in growing suburbia. This combination makes it an eminently desirable visitor destination.

This is a private garden made public and retains its air of exclusiveness. The first impression gained from arrival at the car park is of a sequestered, elegant house situated within a framework of mature trees, and a landscaped garden bordered by a river.

The Gatehouse sets the scene fittingly, providing general directions and information. A path directs visitors to start them on the journey down the hill to the house. The walk is relatively steep and curving, but a comfortable stroll. There is no reason to bustle here. There are trees and shrubs to admire along the way, intriguing views of the house, garden and river, and the stylish tennis court with its loggia to pause by.

Each visitor seems to be a "guest" at Tūpare, the formalities and the experience is similar to how they were 50 years ago.

The house too is restored and furnished to its original form. This is a Chapman-Taylor design, crafted and substantial. It has links to Wilkinson's "Castle" at Wai-iti and to other notable homes in Taranaki and elsewhere. It is full of intrigue. Visitors discover the hidden attic rooms and the doorbell with its Napier earthquake connection.

Outside in the garage there is a period vehicle to admire, a quaint clothesline, the clever dog kennel. Inside, the house has been tastefully refurbished to reflect its heyday as a 1950s family home.

Nearby is the cottage, again restored and presented in authentic style. Here is information on the garden, its establishment and the people who made it.

Stories of Tūpare begin to unfold as the visitor, armed with knowledge and stimulated by curiosity, journeys along the pathways – John, Jill and Richard Walks, Elizabeth Garden, Russell Avenue and Mary Lane. Here are the magnolias, cedars and rhododendrons the family nurtured, the simple flowers Lady Matthews favoured, the family vegetable garden and the glasshouse. At the bottom of the garden are the rural river flat and the boisterous Waiwhakaiho River.

The River Flat, which evokes a bucolic English landscape, has a shelter/barbeque, toilet and picnic areas. This is a space to be enjoyed by groups for long periods of the day.

Tūpare is a snapshot in time, a rare chance to experience one family's life in the original house and fine garden of another era, distinctive in New Zealand.

### 2.3 Values

- Accessible
- Excellence
- Quality
- Artistry
- Imagination
- Reflection

- |                |               |                |
|----------------|---------------|----------------|
| • Availability | • Inclusive   | • Relaxing     |
| • Beauty       | • Inspiration | • Resilience   |
| • Belonging    | • Integrity   | • Tranquillity |
| • Creativity   | • Nature      | • Tikanga      |
| • Discovery    | • Passion     | • Unique       |
| • Elegance     | • Persistence |                |
| • Enjoyment    | • Pleasure    |                |

## 2.4 Positioning

- Location - urban environment
- Significance - regional, national and international
- Focus - heritage/ambience
- Management - protect and develop

## 2.5 Audiences

- Taranaki community
- District, regional, national and international visitors
- Garden and heritage sector
- Families – events and river flat
- Urban exercisers
- Functions – low disruption, approved activities
- Education – formal and informal

## 2.6 Synergies

- Garden services – Pukeiti and Hollard Gardens, District councils
- Marketing and communications – District councils, local/national tourism providers, Venture Taranaki, Pukeiti, Hollard Gardens, Provincial newspapers and publications, TAFT (Taranaki Arts Festival Trust), Tourism Industry Aotearoa, Qualmark
- Collection records management – Pukeiti, Hollard Gardens, Pukekura Park and others,
- Programme development – Community groups
- Staff development - District councils, Pukeiti, Hollard Gardens, Botanic Gardens Australia and New Zealand, Interpretation Network NZ
- Horticultural organisations – New Zealand Garden Trust, Royal New Zealand Institute of Horticulture, Botanic Gardens of Australia and New Zealand

## 2.7 Goals, objectives and principles

The structure of this section follows the key areas of focus relating to the overall vision. Each activity area has goal, associated objectives then statements of principle to support the objectives and goals.



### 2.7.1 Tūpare Charter

The following Charter is the key principles under which all management and development of Tūpare should apply. These principles encapsulate the ideals of the Matthews legacy and should be read in conjunction with the Tūpare Plant Collection Plan 2005 (and its subsequent revisions).

The garden management programme aims to recreate the style of domestic garden developed during the era of the Matthews family.

Trees, shrubs and other plants that furnish the garden shall reflect the plant varieties, proportions, colour schemes, spacing and heights, structural and decorative features developed by the Matthews family.

The house and garden will be made accessible to the public.

- The garden will be presented, maintained and developed as a quality horticultural experience in a vibrant, sustainable and attractive manner according to best amenity horticulture management practices,
- The integrity of all landscape structures and features is preserved or authentically renewed as created by the Matthews family,
- The house will reflect the architecture of Chapman-Taylor and the domestic environment in which the Matthews family lived,
- Neither interpretation nor social uses shall compromise the heritage features or character of the house or garden,
- No other activities will inhibit or undermine the domestic house and garden environment,
- Events and activities will be encouraged that attract new audiences and add value to the Tūpare experience,
- Communicating the stories of Tūpare will be a primary objective of the visitor experience,

## 2.7.2 Environment, conservation and heritage

The house and garden environment provide a privileged glimpse into the private world of the Matthews family. The uniqueness of this experience relies on capturing and maintaining the era when the house and garden were in their prime. Conservation, protection and enhancement of this heritage quality need to be a primary focus.

The heritage value of the house and garden is an intrinsic part of Tūpare.

### Goal

A quality house and garden that demonstrates environmental care, conservation and heritage management nationally.

### Objective

To recognise, retain and develop the heritage values of the house as an example of the period for Taranaki people and all visitors.

### Principles

- The stories of Tūpare and its heritage are identified, researched and recorded,
- A long-term conservation programme of monitoring and maintaining the house is followed,
- Hosted public access throughout the house is provided at selected times,
- The heritage experiences of the house and garden provide a seamless reflection of the Matthews family era,
- While the house and cottage may provide for additional uses such as visitor information, hospitality and amenity services - these will be without compromising the heritage values or visitor access,
- The river flat area is maintained according to its original use as natural, open space and rural paddock.

## 2.7.3 Garden collection

"Tūpare" translates from te reo Māori as "a garland". Sir Russell and Lady Matthews developed their property as a well landscaped, colourful, interesting and very personal garden collection that



reflects the period over which it was established. These attributes, with adequate resources, continue to be captured and enhanced for today's visitors.

While it is a priority to retain, as far as practical, the plant composition established by the Matthews, that is the domestic and heritage qualities of the garden, it is also important that new fresh plants are added to the garden collection to maintain the vision of Sir Russell of a dynamic, innovative and fashionable garden.

#### **Goal**

The provision of a personal, unique, quality garden of local, regional and national significance.

#### **Objective**

To capture the splendour of the original garden experience.

#### **Principles**

- The Tūpare Plant Collection Plan 2005 (and subsequent revisions) are implemented,
- Plant records are maintained in the IrisBG plant database to ensure the record of and accessibility to plant identification and heritage information,
- Research is continued to verify the garden domestic heritage character, style, contents and design before any garden restoration or replanting is undertaken,
- The selection of plant material and garden landscape restoration solutions reflect the Matthews original objectives of highest quality, fashion and suitability,
- Where practical, the Matthews' favourite plants are re-established in the garden displaying a wide-ranging collection of plants from their era,
- A sustainable boundary tree planting is maintained to provide adequate and long-term protection of the garden, whilst, where practicable, screening neighbours, maintaining mountain and river view shafts,
- The New Zealand Garden Trust endorsement will be maintained,
- The need to expand the plant selection criteria to factor in climate change is recognised.

### **2.7.4 Community and use**

Tūpare is in the business of providing a high quality public leisure and recreational experience. It requires management, resourcing and vision to achieve and grow this business. It has a range of target audiences, the local Taranaki community and visitors – regional, national and international.

The local New Plymouth and Taranaki Community are an important element and strength of Tūpare's success. Local community access to Tūpare is free and this situation will continue. However, a pricing model and conditions of use has been established to reflect its value, quality and uniqueness for added-value experiences.

Recreational opportunities for the use of Tūpare including the use of the House, Garden and River Flat continue to encourage audience growth and participation, particularly within the local community.

All activities must be sensitive to the ambience and intimacy of the Tūpare experience, and be appropriate to the physical and practical constraints of the house and garden. Any commercial activities will be evaluated against these principles before being accepted.

### **Goal**

A quality house and garden experience offering a range of recreational opportunities that engage existing audiences and attract new audiences.

### **Objective**

Continue to provide opportunities that sympathetically utilise the property.

### **Principles**

- New Plymouth and the wider Taranaki community are a priority focus for audience development and support,
- A range of opportunities, that are sensitive to the character of the house and garden experience, are offered to promote use and add positively to the visitor experience,
- Links with other recreational activities are maintained (e.g. Pukeiti, Holland Gardens, regional tourism packages, North Taranaki District events and opportunities),
- The one hectare river flat area is maintained as a rural component of the Tūpare experience,
- Appropriate seasonal festivals, programmes and events are developed that capitalise on the garden's potential and builds on the collective opportunity of a world class cluster of public gardens,
- Charges for services or activities that add value to visitors that are not as of right available to the visitor, will apply,
- Commercial ventures may be permitted at the discretion of management, but such activities must not compromise public access and enjoyment,
- The pricing model will promote free access for garden visitors while protecting the value perception held by visitors and the tourist industry.

## **2.7.5 Information and education**

The house, cottage and garden provide opportunities to learn about and capture the essence of Tūpare's stories. These stories need to be articulated and communicated to the visitor for the full potential of Tūpare to be realised.

Telling these stories, however, must not compromise the integrity of the authentic and period experience of the family house and garden. They should also create an element of surprise both in how they are presented and in the nature of their content.

### **Goal**

A visitor experience that captures the imagination and inspires its audience through Tūpare's stories and knowledge.

### **Objective**

To identify and impart the Tūpare experience through the telling of Tūpare's stories and associated educational experiences.

### **Principles**

- The stories of Tūpare are the focus of all information and include;
  - The Garden – style, distinction, people, influences, techniques
  - The Landscape – development, design, use,

- Matthews family - their garden, lifestyle, events, activities, business (bitumen),
- James Walter Chapman-Taylor – architecture, New Zealand and international,
- Research continues to fully identify, qualify and record the stories of Tūpare,
- The Tūpare stories are told through a blend of visitor experiences,
- All signage and information reflect the nature of the Tūpare’s character and integrity,
- Educational experiences encompass design, garden management techniques and heritage,
- The cottage is used to tell stories of the garden and landscape – its history, character, plants, use, landscape, design, people, garden relationships and other interpretative information,
- The House is used to offer an experience of the Matthews family home, their lifestyle, Chapman-Taylor architecture and other period information.

#### **Objective**

To market Tūpare as a unique, nationally acclaimed heritage house and garden showcase, resource and experience.

#### **Principles**

- Management strategies develop current audiences, communicate the Tūpare experience to potential audiences, attract new audiences, regional, national, and international particularly in relation to garden tourism and heritage,
- Communicating the stories of Tūpare is a primary objective,
- The unique identity brand for Tūpare reflects its heritage house and garden experience,
- All promotion reflects the education and heritage experience that is a unique identity of the house and gardens,
- Education programmes engage the community, tourists, schools, enthusiasts and specialist audiences.
- Promote Tūpare Pukeiti and Hollard Gardens with campaigns and events as a ‘world class cluster of public gardens’.

### **2.7.6 Physical access, facilities and services**

Many of Tūpare’s original structures and facilities inherent to its unique heritage character require ongoing conservation. A fundamental priority is the provision of safe and accessible public walking and restricted vehicle access. Many of the existing services have been renewed.

#### **Goal**

Access to the house and garden and associated facilities in a way that provides for visitor needs while conserving the heritage value of the property.

#### **Objective**

To provide for the public access needs of visitors to Tūpare whilst protecting the heritage qualities of the facilities.

#### **Principles**

- Implementation of any developments is a planned and managed process that protects Tūpare’s vision and values, considers the sustainability of all development proposals and reflects public use and enjoyment,

- All structures and facilities reflect the heritage house and garden experience as envisioned by the Matthews family,
- Where practical all existing heritage landscape facilities are protected and maintained to their original form and purpose,
- New facilities reflect the changing needs of future audiences,
- The provision of basic amenities and refreshment facilities will not compromise the integrity of existing facilities,
- Any additional activities or events will not impede access to the garden's primary users,
- Adequate utility services are provided to meet the requirements of the visitor and to enable effective property management.

**Objective**

To improve physical access within Tūpare, without impacting on the intimate character of the house and garden landscape.

**Principles**

- A programme of path renewal is continued,
- The main drive is the principal pedestrian access into the gardens and vehicle access is restricted,
- Track slopes and steps are minimised while maintaining the original property landscape objectives,
- All the original pathways and routes are retained,
- Limited transport may be provided to facilitate easy access and egress of the main drive slope by less physically able visitors.

**Objective**

To provide reliable and efficient services at strategic locations throughout the garden.

**Principles**

- Access to pressurized unmetered water will be available at all locations requiring such for purposes such as; irrigation, ablutions and fire safety,
- Access to electrical power outlets will be available at all locations requiring such.

**Objective**

To ensure services continue to be reliable and efficient in the face of any future climatic changes.

**Principles**

- Good water supply security will be maintained, including utilising both NPDC town supply and water from the Waiwhakaiho River.
- Good storm water capacity and maintenance to cope with increasing rain storms.

### 3 Section Three: Programme

#### Part A. Review of achievements from 2018 - 2021 programme

The tasks and priorities listed in this section are from the 2017 programme. The achieved comments are as at September 2020.

The 2020 review comments below each item are made to qualify the situation where relevant. (note: refer to the 2005 Concept Development Plan for development concepts.)

Priority 1 1-3 yrs

Priority 2 3-5 yrs

Priority 3 5-10 yrs

(# = Could be implemented in partnership with Hollard Gardens, Pukeiti and other regional garden partners.)

#### 4A.1 Environment, Conservation and Heritage

Task	Priority	Achieved
Continue to develop opportunities to enhance the landscape and architectural heritage of the property	1-2	Yes
Continue to add to the archival material as opportunities arise	Ongoing	Yes
Consider removing the new toilets and return space to the original office in the main house	2	Yes
Continue to add to the furnishings of the house in keeping with the character and style	Ongoing	Yes
Consider Heritage NZ protection for Tūpare House	1	Yes
Continue to add to the character of the garden through effective and managed renewals and improvements of garden compositions and structures and features	Ongoing	Yes

#### 2020 Review comments:

- A series of self-guiding thematic booklet have been developed.
- New stone work and seating was installed on the Conifer Green in 2019.
- Refreshed garden borders and stonework in the Terrace Garden in 2018.
- Replacement of archway and lookout structure in the Elizabeth Garden in 2019.
- Removal of the house toilets was considered but will not proceed .
- Heritage NZ protection for Tūpare House was considered but will not proceed at this stage.

#### 4A.2 Garden Collection

Task	Priority	Achieved
Continue to undertake appropriate garden restoration and rejuvenation using the Tūpare Collection Plan as a guide	Ongoing	Yes
Undertake plant identification, evaluation and inventory	Ongoing	Yes
Continue to maintain the gardens in a high health state using horticultural best practice and alternatives to chemicals where possible	Ongoing	Yes

##### 2020 Review comments:

- Expanded and rejuvenated garden borders on the Conifer green in 2019
- Replant Meadow after removal of historic copper beech due to tree senescence.

#### 4A.3 Information and Education

Task	Priority	Achieved
Continue to undertake regular market research to identify strategies to develop audiences growth	Ongoing	Yes
Manage and evolve the house display to present an experience of the Matthews family lifestyle, Chapman-Taylor architecture and design, and other period information in an innovative, thoughtful and engaging way	Ongoing	Yes
Manage and evolve the cottage and garden interpretation to tell the stories of the garden history, family and business, character, plants, use, landscape, design, people, relationships etc	Ongoing	Yes
Continue to develop and implement activity programmes that engage the family, community, tourist, school, enthusiast and specialist audiences	Ongoing	Yes
Implement the Tūpare Interpretation Plan (revised every 3 years, internal document)	Ongoing	Yes

##### 2020 Review comments:

- A new display unit was installed in the Cottage in 2018
- Thematic booklets were introduced
- Learning and leisure programmes are reviewed annually so they are relevant and engaging to the Taranaki community.

#### 4A.4 Community and Use

Task	Priority	Achieved
Continue promotion of local community knowledge, pride and use	Ongoing	Yes
Maintain and periodically review suitable charging models for added value services	Ongoing	Yes
Work with 'Friends of Tūpare' to foster advocacy knowledge, relationships and support	Ongoing	Yes
Balance public access and use with the private events / functions so the public values are always balanced and protected	Ongoing	Yes
Understand and enable any initiative by NPDC to link the mouna to the sea through public access whilst protecting Tūpare's values	1-2	Yes

##### 2020 Review comments:

- The 'Friends of Tūpare' remain an active part of the operations through hosting house tours, assisting in the garden and with events.
- New events have been introduced that are sympathetic and congruous to the values and atmosphere of Tūpare.
- There have been no more developments by NPDC on the Taranaki Traverse project.

#### 4A.5 Physical Access, Facilities and Services

Task	Priority	Achieved
Renew the carpark drainage without adding to wastewater run-off	1	Yes
Continue to review and renew garden structure and features as required	Ongoing	Yes
As part of the tennis court resurfacing etc. evaluate the construction of permanent function facilities on this site	1	Yes
Implement destination based wayfinding throughout the property	1	Yes
Continue to add garden art as appropriate	1	Yes
Maintain all access to a high standard	Ongoing	Yes

##### 2020 Review comments:

- Cottage heating has been installed to improve winter comfort.
- The garden water reticulation has been renewed.
- The path network has been resurfaced where necessary.

- Pergola and lookout structure has been replaced.
- Geotech testing was undertaken in the Tennis Court environs and development of facilities in this area will not proceed.
- We have installed new stonework on the Conifer Green

#### 4A.6 Partnerships and Strategic Alliances

Task	Priority	Achieved
Where appropriate, maintain relationships with community groups to nurture community knowledge, pride and use	Ongoing	Yes
Establish partnerships and formal associations with organisations such as Heritage NZ to ensure appropriate protection and conservation of the heritage qualities and assets of Tūpare	1	No
Form alliances and engage with local and regional tourist providers, event managers and facilitating agencies that will share the Tūpare experience to a wider audience	Ongoing	Yes
Foster membership and activities for 'Friends of Tūpare'	Ongoing	Yes
Facilitate staff networking, learning by association and activities with appropriate groups, individuals, gardens, parks and organisations	Ongoing	Yes

#### 2020 Review comments:

- Tūpare maintains active relationships with; Mangorei School PTA (High Teas), Fitzroy Rotary Club (Events) and Inglewood Photography Club (Workshops).
- Local artist exhibitions have been successful and will continue.



## Part B. 2020 programme for 2021 - 2031

The following section 4B prescribes the major programme for Tūpare based on maintaining the goals and objectives of the Asset Management Plan 2020 over the next ten years period 2021-2031.

Priority 1 1-3 yrs

Priority 2 3-5 yrs

Priority 3 5-10 yrs

(# = Could be implemented in partnership with Hollard, Pukeiti and other regional garden partners.)

### 4B.1 Environment, Conservation and Heritage

Task	Priority	Achieved
Continue to develop opportunities to enhance the landscape and architectural heritage of the property	1-2	
Continue to add to the archival material as opportunities arise	Ongoing	
Consider removing the new toilets and return space to the original office in the main house	3	
Continue to add to the furnishings of the house in keeping with the character and style	Ongoing	
Continue to add to the character of the garden through effective and managed renewals and improvements of garden compositions and structures and features	Ongoing	

### 4B.2 Garden Collection

Task	Priority	Achieved
Continue to undertake appropriate garden restoration and rejuvenation using the Tūpare Collection Plan as a guide	Ongoing	
Continue to undertake plant identification, evaluation and inventory	Ongoing	
Continue to maintain the gardens in a high health state using horticultural best practice and alternatives to chemicals where possible	Ongoing	

**4B.3 Information and Education**

Task	Priority	Achieved
Continue to undertake regular market research and visitor surveys to identify strategies to develop audience growth	Ongoing	
Manage and evolve the house displays to present an experience of the Matthews family lifestyle, Chapman Taylor architecture and design, and other period information in an innovative, thoughtful and engaging way	Ongoing	
Manage and evolve the cottage and garden interpretation to tell the stories of the garden history, family and business, character, plants use, landscape, design, people, relationships etc.	Ongoing	
Continue to develop and implement activity programmes that engage the family, community tourist, school, enthusiast and special audience	Ongoing	
Implement the Tūpare Interpretation Plan (revised every 3 years, internal document)	Ongoing	

**4B.4 Community and Use**

Task	Priority	Achieved
Continue promotion of local community knowledge, pride and use	Ongoing	
Maintain and periodically review suitable charging models for added value services	Ongoing	
Work with the 'Friends of Tūpare' to foster advocacy, knowledge, relationships and support	Ongoing	
Balance public access and use with the private events / functions so the public values are always balanced and protected	Ongoing	
Ensure the protection of Tūpare's landscape values on the River Flat if the Taranaki Traverse concept is developed by NPDC	Ongoing	

**4B.5 Physical Access, Facilities and Services**

Task	Priority	Achieved
Continue to review and renew garden structure and features as required	Ongoing	
Replace the north side boundary hedge with a fence and form a new storage yard	1	
Maintain all access to a high standard	Ongoing	

**4B.6 Partnerships and Strategic Alliances**

Task	Priority	Achieved
Where appropriate, maintain and enhance relationships with community groups to nurture community knowledge pride and use	Ongoing	
Form alliances and engage with local and regional tourist providers, event managers and facilitating agencies that will share the Tūpare experience to a wider audience	Ongoing	
Foster membership and activities for the 'Friends of Tūpare'	Ongoing	
Facilitate staff networking and learning by association and activities with appropriate groups, individuals gardens, parks and organisations	Ongoing	

## 4 Section Four: Budget and Asset Management Details

### 4.1 Summary

For 2021/2031 the Taranaki Regional Council will fund the:

- provision of three regional gardens (Tūpare, Pukeiti and Hollard Gardens) for free use by the regional Community,
- encouragement of the increased use of the regional gardens by the community for recreational purposes and for specific events,
- maintenance of the regional gardens to the levels of service established in the asset management plans for the three properties,
- renewal of structures, access ways and facilities required for the provision of services,
- plant labelling programme in accordance with the collection management plan.

For each group of activities the Council is required to identify the assets or groups of assets required by the group of activities and identify, in relation to those assets or groups of assets, how the local authority will assess and manage the asset management implications of changes to:

- demand for, or consumption of, relevant services,
- service provision levels and standards,
- what additional asset capacity is estimated to be required,
- how the provision of additional asset capacity will be undertaken,
- the estimated costs of the provision of additional asset capacity,
- how the costs of the provision of additional asset capacity will be met,
- how the maintenance, renewal, and replacement of assets will be undertaken,
- how the costs of the maintenance, renewal, and replacement of assets will be met.

Some of this information is discussed in general within this plan with more extensive financial analysis provided in Councils LTCCP and Annual Plan.

### 4.2 Asset Management Plan Details

The following information has been developed from the Office of the Auditor General's criteria for assessing conformity to "core" asset management planning criteria in accordance with the NZ Local Government Act in 2002. The aim of asset management is to maintain, upgrade, and operate physical assets cost-effectively and sustainably. The following information examines key areas of Tūpare's assets and provides a template to manage them effectively to protect the values and policy of this plan.

#### 4.2.1 Asset description

The Council maintains sufficient operational assets to undertake its activities. The operational assets are maintained to sufficient service levels to enable staff to complete their duties efficiently and effectively. The maintenance and replacement of these assets is undertaken on a ten-year programme. All maintenance budgets are included in the operational expenses of the Council. New capital expenditure programmes and replacement capital expenditure programmes are also on a ten-year cycle and are included in the capital expenditure budgets.

All operational assets are depreciated over their useful life. Replacement and new operational assets are funded from retained earnings, being the accumulated depreciation on existing operational assets. Any significant increase in operational assets that could not be funded from retained earnings would be funded by application of the Council's Revenue and Financing Policy (no such expenditure is planned or provided for in this Plan).

The Council has completed an extensive public process of developing and adopting detailed asset management plans for Tūpare, Pukeiti and Hollard Gardens.

Tūpare is acknowledged as one of New Zealand's finest and most important heritage house and garden properties. The vision for the Tūpare experience is:

"Experience a beautifully restored garden and Chapman-Taylor home. Sculptured from the Taranaki hillside, this is the premier landscaped garden. Sense the prestige, lifestyle and stories of the Matthews family and the people who surrounded them. Enjoy a relaxed stroll through the garden, a picnic with friends and family, or high tea in the homestead. Or perhaps take in a tour of the house and experience a taste of 1950s Taranaki home life, Matthews family style."

The asset management plan seeks to focus and develop Tūpare to realise the vision in a way that:

- protects the heritage and domestic qualities of the house and garden,
- captures the splendour of the gardens,
- is accessible and appealing to a larger audience,
- increases New Plymouth's and the wider Taranaki community's pride and use,
- provides a range of quality visitor services and events,
- leads to the ongoing improvement and development of Tūpare.

For further details refer to the Tūpare Fixed Asset Schedule (2020) (Appendix II).

#### 4.2.2 Levels of service

The following levels of service and activities are proposed for the 2021/2031 LTP for Tūpare, Hollard Gardens and Pukeiti. They are developed at a high level and consideration needs to be given to the value gained from the provision of more specific service level for each property. They are consistent for all three gardens.

The primary levels of service for the three regional gardens are as follows:

**Goal** Providing, maintaining and enhancing Tūpare, Hollard Gardens and Pukeiti as regionally significant recreational and heritage amenities.

**Measures:** Provision of free access to the three regionally significant gardens.

**Targets:** Tūpare, Hollard Gardens and Pukeiti are open to the public every day of the year with free access.

**Measures:** Maintenance and enhancement of three regionally significant gardens.

**Targets:** Tūpare, Pukeiti and Hollard Gardens maintained and enhanced in accordance with the provisions of the adopted asset management plans.

**Measures:** Level of use of Pukeiti, Tūpare and Hollard Gardens.

**Targets:** Increase the number of visitors to each property and the number of events at each property.

**Activities:** Plans for Years 2021/2022 to 2031/2032 unless otherwise noted.

Provide regional gardens (Tūpare, Pukeiti and Hollard Gardens) for free general use by the regional community. All gardens are open all day, every day with no opening or closing times.

Encourage the increased use of the regional gardens by the community for recreational purposes and for specific events

Maintain the regional gardens to the levels of service established in the asset management plans for the three properties. Asset management plans reviewed and adopted every three years (2023/2024, 2026/2027 and 2029/2030).

#### 4.2.3 Managing growth

Growth of visitor numbers and their related requirements and demands on infrastructure and services, are the impacts to be managed in the plan.

The current situation for Tūpare is one of promoting and facilitating growth of visitor numbers and participation. For the next three years this will be led by the marketing plan and associated initiatives and should not impact on either the capacity of the current levels of service or the current financial provision for the gardens.

The next review in 2023/2024 should consider any changes in visitor numbers and asset utilization to determine future direction of assets in terms of use, divestment and acquisition.

#### 4.2.4 Asset risk management

Hollard Gardens, Pukeiti and Tūpare freely encourage and promote public access and use of these community assets. They are also valued assets of the Taranaki Regional Council and for many people may be the only interaction they have with the Council.

This situation inherently introduces risk to these environments that the Council needs to be aware of and manage appropriately.

Risk assessment identifies the risk and rates them according to impacts and probability. This assessment then provides guidance for planning and policy. The criterion for the assessment is provided in Appendix 1.

The following pages are an analysis of that risk.

Table 1 Regional Gardens risk summary

Source of risk	Date identified	Date reviewed	Date reviewed	Date reviewed	Risk description: What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	How will risk and controls be monitored?
Asset management	July 2008	July 2014	July 2017	July 2020	Inadequate maintenance of mature trees	<ul style="list-style-type: none"> <li>-Public and Staff Health &amp; safety</li> <li>-Financial loss</li> <li>-Poor council image</li> <li>-Degradation of asset</li> <li>-Loss of amenity value</li> </ul>	<ul style="list-style-type: none"> <li>-Curatorial management</li> <li>-Staff and public observation</li> <li>-Maintenance programme</li> <li>-Maintenance programme improvement</li> </ul>	Very Good	2	3	M	N/A	Staff meeting, maintenance programme, annual audit, Storm inspections.
Asset management	July 2008	July 2014	July 2017	July 2020	Loss of assets through theft, wilful or accidental damage	<ul style="list-style-type: none"> <li>-Operational capability loss</li> <li>-Poor image</li> <li>-Injury to members of public or staff</li> <li>-Adverse media</li> <li>-Loss of amenity value</li> <li>-Loss of function</li> <li>-Cost</li> </ul>	<ul style="list-style-type: none"> <li>-H &amp; S preventative measures</li> <li>-Maintenance programme</li> <li>-Site inspection</li> <li>-Security measures</li> <li>-Public education</li> <li>-Community support</li> <li>-Staff training</li> <li>-Public awareness</li> <li>-Security awareness</li> </ul>	Very good	2	2	L	N/A	Staff meetings, public information, site inspections, security, staff presence.

Source of risk	Date identified	Date reviewed	Date reviewed	Date reviewed	Risk description:  What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	How will risk and controls be monitored?
Asset management	July 2008	July 2014	July 2017	July 2020	Inadequate resources or funding	<ul style="list-style-type: none"> <li>- Asset management and development plans not achieved</li> <li>- Corporate goals not met</li> <li>- Poor council image</li> <li>- Degradation of asset</li> <li>- Loss of amenity value</li> </ul>	<ul style="list-style-type: none"> <li>- Management reporting</li> <li>- LTCCP</li> <li>- Annual Plan</li> <li>- Asset Management Plan reviews</li> <li>- Recruiting new and appropriately qualified staff</li> <li>- Improvements in Asset management planning</li> <li>- Future planning under LTCCP</li> <li>- Increased public accountability</li> </ul>	Good	3	2	M	N/A	Annual Plan, LTCCP, Budget forecasts, Management meetings, Public involvement.
Asset management	July 2008	July 2014	July 2017	July 2020	Inadequate asset data management, systems design and integration	<ul style="list-style-type: none"> <li>- Poor financial planning capability</li> <li>- Poor data quality and reporting</li> <li>- Insufficient information for decision making</li> <li>- Inadequate assessment and performance monitoring</li> <li>- Loss of amenity value</li> <li>- Loss of function</li> </ul>	<ul style="list-style-type: none"> <li>- Asset management Plan</li> <li>- Business plan</li> <li>- Management reporting</li> <li>- Management training</li> <li>- AMP improvement programme</li> <li>- Data management systems</li> <li>- Asset assessment programme</li> </ul>	Good	2	3	M	N/A	Asset Management plan, Council financial planning team, management reporting.



Source of risk	Date identified	Date reviewed	Date reviewed	Date reviewed	Risk description:  What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	How will risk and controls be monitored?
Asset management	July 2008	July 2014	July 2017	July 2020	Inadequate maintenance of heritage structures and buildings.	<ul style="list-style-type: none"> <li>- Loss of historic value</li> <li>- Financial loss</li> <li>- Poor council image</li> <li>- Degradation of asset</li> <li>- Loss of amenity value</li> </ul>	<ul style="list-style-type: none"> <li>- Curatorial management</li> <li>- Staff and public observation</li> <li>- Maintenance programme</li> <li>- Conservation programme</li> <li>- Values identified</li> <li>- Asset Management Plan</li> <li>- Heritage conservation maintenance</li> <li>- Historic research and rehabilitation</li> </ul>	Very Good	2	3	M	N/A	Heritage maintenance programme, staff and public observation.
Asset management	July 2008	July 2014	July 2017	July 2020	Inadequate communication and patronage with/from stakeholders.	<ul style="list-style-type: none"> <li>- Poor public accountability</li> <li>- Poor council image</li> <li>- Adverse media</li> <li>- Loss of amenity value</li> <li>- Loss of community support</li> <li>- Loss of sponsorship relationships</li> <li>- Failure to meet community objectives</li> </ul>	<ul style="list-style-type: none"> <li>- LTCCP</li> <li>- Annual plan</li> <li>- Marketing plan</li> <li>- Asset management plan objectives</li> <li>- Community support</li> <li>- Improved Marketing plan implementation</li> <li>- Public awareness</li> <li>- Market research</li> <li>- Publications and promotions</li> <li>- Establishment of Friend organisation</li> </ul>	Good	3	2	M	N/A	Market research, visitor numbers, community awareness, Annual plan submission, Friends feedback.

Source of risk	Date identified	Date reviewed	Date reviewed	Date reviewed	Risk description: What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	How will risk and controls be monitored?
Asset management	July 2008	July 2014	July 2017	July 2020	Unsafe structures, walkways, platforms, visitor amenities and facilities.	-Injury/death to members of the public and staff -Poor council image -Legislative repercussions	-Staff and public observation -Asset Management programme -Maintenance and inspection programme -Asset Management planning and systems -Maintenance programme improvement	Very Good	5	1	H	N/A	Maintenance inspections, maintenance programme, annual audit, storm event inspections.
Asset management	July 2008	July 2014	July 2017	July 2020	Unsafe structures, walkways, platforms, visitor amenities and facilities.	-Injury/death to members of the public and staff -Poor council image -Legislative repercussions	-Staff and public observation -Asset Management programme -Maintenance and inspection programme -Asset Management planning and systems -Maintenance programme improvement	Very Good	5	1	H	N/A	Maintenance inspections, maintenance programme, annual audit, storm event inspections.
Asset management	July 2008	July 2014	July 2017	July 2020	Loss of quality standards in garden and structural presentation and plant collection management.	-Poor image -Adverse media -Loss of amenity value -Loss of function -Loss of community support -Damage to plant collection integrity -Loss of garden status	-Asset Management plan -Skilled staff resource -Maintenance programme -Staff training and additional skills -Public support -Collections database -Resources and improvement/development programme	Very good	2	3	M	N/A	Asset Management plan, Plant Collection plan, staff recruitment, professional liaison, community involvement.

#### 4.2.5 Risk assessment criteria

##### 4.2.5.1 Risk likelihood

Category	Level	Definition
Almost certain	5	This event is expected to occur in most circumstances e.g. 90% chance
Likely	4	This event will probably occur in most circumstances e.g. 70% chance
Moderate	3	This event should occur at some time e.g. 50% chance
Unlikely	2	This event could occur at some time e.g. 25% chance
Rare	1	This event may occur only in exceptional circumstances .g. 10% chance

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##### 4.2.5.2 Risk Consequence Rating

Factor	Catastrophic	Major	Moderate	Minor	Insignificant
Score	5	4	3	2	1
Financial	Loss =/> \$10 million	Loss \$1-\$10 million	Loss \$250K to \$1 million	Loss \$50K to \$250K	Loss <\$50K
Public & Staff health & safety	Loss of life	Injury with 3 months off work	Injury with 2 weeks off work	Injury with 1 day to 2 weeks off work	No time-off injury
Human Resource (staff turnover)	Permanent staff annual turnover exceeds 30%	Permanent staff annual turnover 20% to 30%	Permanent staff annual turnover 15% to 20%	Permanent staff annual turnover 10% to 20%	Permanent staff annual turnover 0% to 10%

Factor	Catastrophic	Major	Moderate	Minor	Insignificant
Legal claim cost	Council sued or fined for more than \$10 million.	Council sued or fined for \$1 to \$10 million.	Council sued or fined for \$250K to \$1 million	Council sued or fined for \$50K to \$250K	Council sued or fined for <\$50K
Political	National wide one-week adverse comment	National wide several days adverse comment	Regional wide several days adverse comment	Local one-week adverse comment	Local one-day adverse comment
Image- media	2 weeks multi media national wide	Up to 2 weeks multi media national wide	Several days multi media national wide	2 days multi media national wide	2 days multi media regional wide
Operational (capability & service levels)	Serious loss of operational capability for 4 weeks and serious disruption to service levels.	Serious loss of operational capability for 2-3 weeks and major disruption to service levels.	Serious loss of operational capability for less than 2 weeks and disruption to service levels.	Serious loss of capability in some areas and disruption to service levels.	No loss of operational capability nor negative disruption to service levels.

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#### 4.2.5.3 Risk matrix

Consequences	Insignificant-1	Minor-2	Moderate-3	Major-4	Catastrophic-5
Likelihood					
Almost certain-5	Medium	High	High	Extreme	Extreme
Likely-4	Medium	Medium	High	High	Extreme
Moderate-3	Low	Medium	High	High	High
Unlikely-2	Low	Low	Medium	Medium	High
Rare-1	Low	Low	Medium	Medium	High

## 4.2.5.4 Risk control effectiveness

Category	Score	Definition
Excellent	1	Controls are strong and operating properly, providing a high level of assurance that objectives will be achieved
Very Good	2	Controls are operating properly, providing a reasonable level of assurance that objectives are being achieved
Good	3	Controls operate, providing some assurance that objectives are being achieved
Unsatisfactory	4	Controls are weak and do not provide reasonable assurance that objectives will be achieved
Poor	5	There are little or no controls in evidence

### 4.3 Financial forecasts

The following is an outline of the capital and capital renewals programme for Tūpare. The operational budget is included in the Taranaki Regional Council Annual Plans and the LTP (Long Term Plan).

#### Tūpare capital and development programme 2021-2031

Capital expenditure	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Plant/Equipment renewals	\$20000	\$20000	\$20000	\$20000	\$20000	\$20000	\$20000	\$20000	\$20000	\$20000
Garden structures and features renewals			\$8000		\$12000 <sup>4</sup>		\$6000			\$10000
Interpretation and Wayfinding		\$8000 <sup>2</sup>				\$6000		\$8000		
Path resurfacing				\$7000 <sup>3</sup>		\$9000				\$15000
Tennis Court redevelopment				\$25000						
Cottage upgrade						\$5000				
Top boundary fence and storage yard	\$25000 <sup>1</sup>									
Staff facilities upgrade			\$5000			\$4000			\$7000	
Main house restoration		\$9000			\$12000			\$9000		
<b>Total Tūpare</b>	<b>\$45,000</b>	<b>\$37,000</b>	<b>\$33,000</b>	<b>\$52,000</b>	<b>\$44,000</b>	<b>\$44,000</b>	<b>\$25,000</b>	<b>\$37,000</b>	<b>\$27,000</b>	<b>\$45,000</b>

Notes:

1. Remove boundary hedge, replace with fence and form new storage yard
2. Thematic booklets, story panels
3. Zig Zag upgrade
4. Replace fence around Tennis Court

#### 4.3.1 Lifecycle decision making

Tūpare and Hollard Gardens are in a consolidation stage in their journey. The focus for them is to build on the capital developments and quality gardens through proactive management, using best practice garden and facilities maintenance and growing the community and national knowledge, pride and use. For Pukeiti this also applies but, significantly, includes completing the Rainforest capital projects and opening the area up to family recreational activities.

Over the next ten years the asset management plan identifies some key objectives supporting the growth in patronage and involvement from local, regional and tourist markets. Further objectives will come from the marketing plan.

The growth in visitors and the corresponding growth in demand for facilities and services will assist in determining any gaps between the current levels of service capability and the desired levels of service. These gaps can be identified, evaluated, prioritised and provided for in future asset management provision and planning.

When growth predictions are more determinable this will also enable more robust forward planning for asset renewal and provision.

#### 4.3.2 Planning assumptions and confidence levels

The Asset Management Plan is based on the following assumptions:

- The Council will continue its current level of commitment to Tūpare, Pukeiti and Hollard Gardens,
- Free public access will continue to be provided to Tūpare, Pukeiti and Hollard Gardens,
- Following the development and upgrade programme all assets are estimated to be in good condition,
- The current levels of service outlined in this plan are applicable,
- The remaining life of assets and the renewal programme has been estimated in line with past and current knowledge,
- The confidence level of the asset data is reliable with data based on current and historic records and analysis which is documented but has some shortcomings that rely on unconfirmed information and some estimation,
- All asset data is accurate as at 1 July 2020.

#### 4.3.3 Improvement programme

The following issues require further discussion and consideration for the improvement of the plan by the next review in 2023/2024:

- This is a basic "Core" level Asset Management Plan and Council should determine whether further detailed advancement is appropriate,
- Growth projections and demand patterns for activities should be further developed as visitor numbers increase and marketing and user strategies are implemented by the next review in 2023/2024,
- The replacement costs for assets will be annually upgraded,
- A programme for service level review should be determined and possible service options tested according to customer feedback and market research by 2023/2024,

- If required by the TRC, further development of asset renewals programme and asset condition analyses are to be provided in 2023/2024.

#### 4.3.4 Planning process

The Asset Management Plan has been developed in accordance with Taranaki Regional Council policy and with the financial support of the Council Corporate Services Team. The basis of the financial planning review is the Office of the Auditor General's criteria for assessing conformity to "Core" and "Advanced" level of asset management (New Zealand).

#### 4.3.5 Commitment

The 2017 plan has been approved by the Council and is part of the current LTP. The 2020 review will be approved by the Council and implemented as part of annual and long term objectives for Council in the 2021/2031 LTP.





## Appendix I

### Asset and Depreciation Schedule

### Asset and depreciation schedule

Depreciation is fully funded on a straight-line basis, which writes off the value of the assets over their expected remaining lives after allowing for residual values where applicable. The depreciation rates are as follows:

Buildings	5 to 50 yrs	2 to 20%
Motor vehicles	5 yrs	20%
Plant and equipment	2.5 to 25 yrs	4 to 40%
Office furniture and fittings	5 to 10 yrs	10 to 20%
Computer equipment	3 to 5 yrs	20% to 33%

The table below outlines the depreciation and renewal programme for Tūpare's assets.

Executive, Audit & Risk Committee - Asset Management Plans for Hollards Garden and Tupare

Tupare Fixed Assets as at 19 May 2020											
Document # 2503954											
Category	Asset #	Asset Description	Cost code	Purchase Date	Projected Yr of Replacement	Cost Price	Depreciation YTD	Depreciation LTD	19-May-20 Book Value	Dep Method	Dep Rate
BLDG	787	Tupare Top House Driveway	30 07 01	30-Jun-13		21,715.00	407.00	3,710.00	18,005.00	FLAT	2.5
BLDG	785	Tupare Tennis Court Pergola	30 07 01	30-Jun-13		20,322.82	381.00	3,458.00	16,864.82	FLAT	2.5
BLDG	727	Re-roof Tupare Cottage	30 07 01	26-Nov-12		23,305.00	437.00	4,275.00	19,030.00	FLAT	2.5
BLDG	666	Tupare House Upgrade	30 07 01	30-Jun-12		45,256.58	848.00	8,858.00	36,398.58	FLAT	2.5
BLDG	665	Tupare Bathroom 2012	30 07 01	30-Jun-12		17,548.43	329.00	3,439.00	14,109.43	FLAT	2.5
BLDG	383	Tupare Top House Kitchen Alterations	30 07 01	30-Apr-10		67,644.14	1,268.00	16,910.00	50,734.14	FLAT	2.5
BLDG	2964	Tupare River Channel Works (2019)	30 07 01	30-Jun-19		10,000.00	187.00	208.00	9,792.00	FLAT	2.5
BLDG	286	Building Additions per Asset Mgmt Plan - Tupare	30 07 01	28-Feb-09		851,278.47	15,962.00	237,650.00	613,628.47	FLAT	2.5
BLDG	2827	Tupare Path Sealing (2018)	30 07 01	30-Jun-18		21,130.00	396.00	968.00	20,162.00	FLAT	2.5
BLDG	2823	Tupare River Flat Facilities & Structures (2018)	30 07 01	30-Jun-18		193,585.06	3,630.00	8,873.00	184,712.06	FLAT	2.5
BLDG	2685	Tupare House - Kitchen Upgrade	30 07 01	30-Jun-17		32,882.23	617.00	2,330.00	30,552.23	FLAT	2.5
BLDG	2683	Tupare Water Supply & Reticulation (2016)	30 07 01	30-Jun-17		84,763.03	1,589.00	6,004.00	78,759.03	FLAT	2.5
BLDG	2573	Tupare House Roof Improvement (Cedar)	30 07 01	30-May-16		109,922.19	2,061.00	10,763.00	99,159.19	FLAT	2.5
BLDG	2506	STABLES	30 07 01	30-Jun-02		2,227.00	67.00	1,585.00	642.00	FLAT	4
BLDG	2500	GARAGE WORKSHOP	30 07 01	30-Jun-02		8,200.00	193.00	4,565.00	3,635.00	FLAT	3.13
BLDG	2499	GATE HOUSE	30 07 01	30-Jun-02		10,528.00	247.00	5,856.00	4,672.00	FLAT	3.13
BLDG	2479	GARDENS COTTAGE	30 07 01	30-Jun-02		49,605.00	930.00	22,011.00	27,594.00	FLAT	2.5
BLDG	2471	MAIN DWELLING	30 07 01	30-Jun-02		265,435.00	3,982.00	94,260.00	171,175.00	FLAT	2
BLDG	219	House 481 Mangorei Rd NP (Tupare)	30 07 01	12-Jun-06		236,167.78	4,428.00	81,487.00	154,680.78	FLAT	2.5
						<b>2,071,515.73</b>	<b>37,959.00</b>	<b>517,210.00</b>	<b>1,554,305.73</b>		
COMP	2529	Install Fibre cable at Tupare	30 07 01	26-Jan-16		12,769.89	1,915.00	10,854.00	1,915.89	FLAT	20
						<b>12,769.89</b>	<b>1,915.00</b>	<b>10,854.00</b>	<b>1,915.89</b>		
INTA	289	BG Base Software V 6.4 (50% cost) Tupare (AMP)	30 07 01	28-Feb-09		9,345.37	0.00	9,345.37	0.00	FLAT	20
						<b>9,345.37</b>	<b>0.00</b>	<b>9,345.37</b>	<b>0.00</b>		
LAND	218	Land 481 Mangorei Rd NP (Tupare)	30 07 01	12-Jun-06		440,000.00	0.00	0.00	440,000.00	FLAT	0
LAND	2153	TUPARE GARDENS	30 07 01	30-Jun-02		303,665.00	0.00	0.00	303,665.00	FLAT	0
						<b>743,665.00</b>	<b>0.00</b>	<b>0.00</b>	<b>743,665.00</b>		

Executive, Audit & Risk Committee - Asset Management Plans for Hollards Garden and Tupare

MV	939	Farm Bike Trailer	30 07 01	25-May-15		1,421.74	213.00	1,396.00	25.74	FLAT	20
MV	836	LUN970 Vhl 464 Asset 836 2014 Suzuki SX4--S Cross Ltd (formerly HGD45)	30 07 01	04-Feb-14		28,541.33	0.00	28,541.33	0.00	FLAT	20
MV	338	Electric Vehide graphics & luggage rack	30 07 01	07-Oct-09		20,904.86	0.00	20,904.86	0.00	FLAT	20
MV	3083	Ford Ranger 2020 MSP343 VHL583	30 07 01	28-Feb-20		50,534.27	1,684.00	1,684.00	48,850.27	FLAT	20
MV	3003	Hyundai Kona SUV MHG912 VHL 545	30 07 01	21-Aug-19		29,140.97	3,885.00	3,885.00	25,255.97	FLAT	20
MV	2758	2017 Subaru XV Sport KWH957 Vhl 528	30 07 01	03-Nov-17		28,740.00	4,311.00	13,891.00	14,849.00	FLAT	20
MV	2107	TRAILER	30 07 01	30-Jun-02		600.00	0.00	600.00	0.00	FLAT	20
MV	2095	Single Axle Trailer fleet no 231 Tupare	30 07 01	21-Jun-99		1,668.00	0.00	1,668.00	0.00	FLAT	20
						<b>161,551.17</b>	<b>10,093.00</b>	<b>72,570.19</b>	<b>88,980.98</b>		
OFF	789	Tupare Staffroom Furniture	30 07 01	30-Jun-13		4,200.95	0.00	4,200.95	0.00	FLAT	20
OFF	1769	WILLIAM MORRIS GATES-MAIN X 2	30 07 01	30-Jun-02		5,000.00	187.00	4,439.00	561.00	FLAT	5
OFF	1768	LONG CHAIR - GATEHOUSE	30 07 01	30-Jun-02		2,000.00	75.00	1,773.00	227.00	FLAT	5
OFF	1767	CHAPMAN TAYLOR ADZED CHAIRSx2	30 07 01	30-Jun-02		4,000.00	150.00	3,546.00	454.00	FLAT	5
OFF	1766	DINING CHAIRS (8)	30 07 01	30-Jun-02		8,000.00	300.00	7,105.00	895.00	FLAT	5
OFF	1765	FIDDLE BACK OCCASIONAL CHAIR	30 07 01	30-Jun-02		1,500.00	56.00	1,323.00	177.00	FLAT	5
OFF	1764	PIANO STOOL	30 07 01	30-Jun-02		1,700.00	64.00	1,507.00	193.00	FLAT	5
OFF	1763	MAHOGANY EXTENSION DINING TBLE	30 07 01	30-Jun-02		15,000.00	375.00	8,867.00	6,133.00	FLAT	3.33
OFF	1762	INLAID OCCASIONAL TABLE	30 07 01	30-Jun-02		2,500.00	47.00	1,110.00	1,390.00	FLAT	2.5
OFF	1761	MAHOGANY SIDBOARD & MIRROR	30 07 01	30-Jun-02		10,000.00	187.00	4,439.00	5,561.00	FLAT	2.5
OFF	1760	CIRCULAR BEE H TABLE	30 07 01	30-Jun-02		500.00	9.00	213.00	287.00	FLAT	2.5
OFF	1759	CARVED CORNER CABINET	30 07 01	30-Jun-02		1,200.00	23.00	535.00	665.00	FLAT	2.5
OFF	1758	OAK CARVED TABLE	30 07 01	30-Jun-02		3,000.00	56.00	1,323.00	1,677.00	FLAT	2.5
						<b>58,600.95</b>	<b>1,529.00</b>	<b>40,380.95</b>	<b>18,220.00</b>		

Executive, Audit & Risk Committee - Asset Management Plans for Hollards Garden and Tupare

PLT	1047	FENCING	30 07 01	30-Jun-02		3,000.00	0.00	3,000.00	0.00	FLAT	6.67
PLT	948	Original German Clock	30 07 01	30-Jun-15		1,150.00	173.00	1,112.00	38.00	FLAT	20
PLT	92	F & P Double Dishdrawer	30 07 01	12-Dec-06		1,217.78	0.00	1,217.78	0.00	FLAT	20
PLT	807	Stihl Chainsaw MS 192 & Chain	30 07 01	05-Aug-13		1,167.28	0.00	1,167.28	0.00	FLAT	20
PLT	7	Fuji Digital Camera & Card	30 07 01	22-Jul-05		388.75	0.00	388.75	0.00	FLAT	20
PLT	683	Outdoor Timber and Steel Signage	30 07 01	04-Jul-12		1,080.00	0.00	1,080.00	0.00	FLAT	20
PLT	672	Russell Ave Tupare	30 07 01	30-Jun-12		14,645.82	0.00	14,645.82	0.00	FLAT	20
PLT	668	CIM Plant Labeling Machine	30 07 01	01-Jun-12		15,594.00	0.00	15,594.00	0.00	FLAT	20
PLT	628	Stihl KM90 Kombisystem Brushcutter	30 07 01	10-Oct-11		1,646.53	0.00	1,646.53	0.00	FLAT	20
PLT	62	Stihl Brushcutter	30 07 01	01-Apr-06		720.00	0.00	720.00	0.00	FLAT	20
PLT	418	Cattlestop Gateway	30 07 01	30-Jun-10		8,870.00	0.00	8,870.00	0.00	FLAT	20
PLT	407	Signage	30 07 01	30-Jun-10		9,810.00	0.00	9,810.00	0.00	FLAT	20
PLT	313	Electrical & Water Main Drilling	30 07 01	30-Jun-09		11,240.00	0.00	11,240.00	0.00	FLAT	20
PLT	3089	Garmin GPSMap 64SC	30 07 01	10-Mar-20		686.94	11.00	11.00	675.94	FLAT	20
PLT	3088	Agrichemical Cabinet 250L	30 07 01	05-Feb-20		2,090.94	70.00	70.00	2,020.94	FLAT	20
PLT	306	Furniture Items for Tupare House	30 07 01	07-Mar-09		686.60	0.00	686.60	0.00	FLAT	20
PLT	2975	Tupare Signage & Interpretation (2018)	30 07 01	30-Jun-19		12,656.15	1,898.00	2,109.00	10,547.15	FLAT	20
PLT	296	Stihl Chainsaw MS192T	30 07 01	17-Feb-09		710.22	0.00	710.22	0.00	FLAT	20
PLT	2945	Kubota GR2120/48 Tupare "	30 07 01	27-Jun-19		16,500.00	2,475.00	2,750.00	13,750.00	FLAT	20
PLT	2901	HZ56Z Hedgetrimmer 600mm - Tupare	30 07 01	30-Oct-18		622.61	93.00	176.00	446.61	FLAT	20
PLT	2900	SR 450 Petrol Sprayer - Tupare	30 07 01	30-Oct-18		1,179.13	177.00	334.00	845.13	FLAT	20
PLT	2898	MS201 TC-M x 12 Chainsaw - Tupare	30 07 01	30-Oct-18		1,179.13	177.00	334.00	845.13	FLAT	20
PLT	288	Signage & Interpretation (AMP) Tupare	30 07 01	28-Feb-09		115,775.05	0.00	115,775.05	0.00	FLAT	20
PLT	287	Garden Structures & Features Tupare (AMP)	30 07 01	28-Feb-09		121,744.90	3,652.00	54,381.00	67,363.90	FLAT	4
PLT	2724	Victor Bronco Mower	30 07 01	29-Jun-17		520.87	78.00	295.00	225.87	FLAT	20
PLT	2699	Honda Mulch n Catch LawnMower	30 07 01	30-Jun-17		1,734.78	260.00	983.00	751.78	FLAT	20
PLT	2585	Tupare CCTV Security System	30 07 01	30-May-16		3,373.19	506.00	2,643.00	730.19	FLAT	20
PLT	255	Farmall Cub Tractor	30 07 01	21-Oct-08		2,251.82	0.00	2,251.82	0.00	FLAT	20
PLT	206	Stihl Mistblower	30 07 01	08-Feb-08		1,110.22	0.00	1,110.22	0.00	FLAT	20
PLT	1654	SPRAYER-WINSTON	30 07 01	30-Jun-02		600.00	0.00	600.00	0.00	FLAT	20
PLT	1649	ECHO CS3400 CHAINSAW	30 07 01	19-Aug-02		618.00	0.00	618.00	0.00	FLAT	20
PLT	1146	Brushcutter	30 07 01	15-Apr-04		769.00	0.00	769.00	0.00	FLAT	10
						<b>355,339.71</b>	<b>9,570.00</b>	<b>257,099.07</b>	<b>98,240.64</b>		
		<b>TOTAL FIXED ASSETS (EXCLUDING WIP) AS AT 19 May 2020</b>				<b>3,412,787.82</b>	<b>61,066.00</b>	<b>907,459.58</b>	<b>2,505,328.24</b>		



## Appendix II

### Tūpare Plant Collection Plan 2021





## Tūpare Plant Collection Plan 2021

### Introduction

Tūpare is a magical experience of a private, exclusive, heritage house and garden. It reflects the uniqueness of its topography and the skill and passion of the Matthews family who developed it.

The Tūpare experience is not the garden alone but its relationship with the house and the functionality of a living house and garden landscape.

The relationship between house and garden is an essential part of the Matthews family development of the landscape. The garden was a living home garden with vegetable patch, orchard and functional areas such as the tennis court and terraces. This Tūpare Asset Management Plan (2021) identifies this relationship and through policy and principles protects it for future generations.

This Collection Plan has the task of identifying what makes Tūpare's gardens unique and magical. The plan aims to encapsulate, protect and enhance the vision of the Matthews family, particularly Sir Russell and Lady Matthews, to enable the continued sustainability, intimacy, vigour and richness that the gardens are well known for.

The garden collection is not a botanical plant collection, rather an example of Tūpare's period of development. Its strengths are the use of the landscape, its plant heritage qualities, composition and its intimacy and relationship with the house.

Tūpare has been described as a heritage garden reflecting the Matthews' era. This is inclusive of both the house and the garden and it is difficult to separate both elements as they inextricably rely on each other.

This plan focuses on the plants in the garden and the collection management that is required to sustain their integrity and develop their future. It defines objectives and the scope of the collections and determines how the collection is to be managed and records maintained.

The plan should not be considered in isolation and should be read in conjunction with the Tūpare Asset Management Plan 2021 which outlines issues of management, maintenance and development.

The Collection Plan is a practical and dynamic document and as such should be reviewed on a three yearly basis to ensure Tūpare objectives are meeting the Matthews family vision and that the policy provided is achieving its purpose.

### The Tūpare Collection

Tūpare is a garden collection developed as a personal family garden by Sir Russell and Lady Matthews and members of their family. The garden is not a botanical collection and never should be treated as one; rather it reflects the passion of particularly Sir Russell Matthews over a period of time and the style of garden development, from the mid half of the 20th Century.

Tūpare was one of the finest heritage house and gardens in New Zealand. It is the role of this plan and the Tūpare Asset Management Plan 2021 to provide the framework for this stature to be maintained and managed.

Today, it is particularly notable for its landscape, composition and form, and the relationship between the house and garden. It has some fine tree specimens and a mix of deciduous and evergreen shrubs, many from the original Matthews plantings and some from later developments. Tūpare has a woodland and cottage ambience and many of the smaller shrubs, perennials and herbaceous material typify this.

In contrast to the rest of Tūpare, the River Flat is distinctly rural in character with specimen tree plantings and open grass fields.

### Collection objectives:

1. To maintain one of the finest New Zealand heritage house and garden experiences,
2. To protect and maintain a range of trees, shrubs, perennials, bulbs and annuals that the Matthews family planted,
3. To provide a garden that is maintained and developed as a quality horticultural experience in a vibrant, sustainable and attractive manner according to best horticulture amenity management practices,
4. To provide an example of the domestic heritage garden of plants that were available to Taranaki from the mid half of the 20th century,
5. To grow new plants that are reflective of the Matthews family preferences and their garden style, provide all year interest, flowering and colour displays for visitors,
6. To maintain the River Flat's rural character and its informal recreation use,
7. To support educational outcomes and experiences.

### Collection description

The garden has a rich variety of trees, shrubs and perennials that are suitable for the Taranaki climate and environment. These collections focus on plants that perform well in the woodland and cottage environment.

The Matthews garden plants were typical of the period it was developed, the era from the 1930s to the early 1980s, and both Sir Russell and Lady Matthews had their favourite plants. This plant composition displays the heritage character of the garden.

Sir Russell Matthews had an exclusive and fashionable taste in plants; he preferred anything new and exciting. He particularly liked rhododendron hybrids, especially the Loderis, his favoured *Rhododendron* "Tūpare", and some species such as *Rhododendron arboreum* ssp. *delavayii* and *Rhododendron kyawii*. Grand coniferous trees like the dawn redwood set the framework for the garden. They are supported by some large European specimens such as the Tulip Tree. Smaller trees, typically maples and magnolias, were favoured alongside shrubs; camellias, hydrangeas, fuchsias, kalmia, abutilons and the unusual New Zealand native, *Rhabdothamnus solandri*.

Lady Matthews liked the cottage garden plants with roses and rhododendrons particularly the scented *Rhododendron* "Countess of Haddington" and "Fragrantissimum". These provided the framework for a wide selection of cottage annuals and perennials; violets, delphiniums, buttercups, daisies, nasturtiums, larkspurs, lily of the valley, forget-me-nots, mignonette and granny bonnets. Spring and autumn bulbs are also a favoured feature.

The favoured plants not only reflect the Matthews' preferences but also provided the quality heritage character of the garden.

The gardens also have some plants of significance. These include the commemorative Kauri for the Matthews' 1982 Golden Wedding anniversary, and possibly one of the oldest Dawn Redwood in New Zealand; these plants should be retained and their stories told.

### Garden collection character

The house and garden experience with its intimate landscape and mix of woodland and cottage gardens collectively provide the heritage ambience of Tūpare. The plantings and blends of formality and informality characterise this ambience.

The garden is structured to capitalise on the landform and to help create the private haven that is Tūpare. This landform has not been modified greatly to protect this haven. The gardens themselves are formed around the many paths and functional areas. The outer areas of the garden have an informal woodland character and, closer to the house, the formality and cottage character is introduced. The immediate house gardens and the Elizabeth Garden area are the most formal and historically prominent. The River Flat retains the strong rural character with simple plantings of specimen trees.

Like any garden, Tūpare is continually evolving with the most dramatic feature being the growth of its trees and larger shrubs. Along with this evolution, the fullness of its heritage character plantings has been compromised. It is therefore, a key objective to recapture and maintain its vitality with good plant management, keeping within the woodland and cottage themes.

### Policy recommendations

1. The developed garden is restricted to the area that currently exists or was historically developed by the Matthews family,
2. The plant compositions developed by the Matthews family is the foundation of the garden and will be maintained as much as practical,
3. The key tree framework is retained, maintained and renewed to protect the woodland character and scale of the garden,
4. Any development should aim to capture and maintain the intimacy and vitality of the Tūpare created by the Matthews family whilst keeping within the woodland and cottage themes,
5. Sir Russell's passion for introducing new fashionable, luxurious and exciting plants to the gardens is continued,
6. The rural informal character of the River Flat, with open grass and a limited number of large specimen trees, is retained.

### Collection management and development

Tūpare has the objective of reflecting the vision and developments of the Matthews family during their era of occupation. This is achieved in the garden through capitalising on the general plant compositions of the past. Just as importantly it also needs to maintain the sustainability, vitality and attractiveness that Tūpare is notable for.

### Accessions

Tūpare has plantings over 80 years old. Its mature coniferous framework now dominates the landscape perhaps far beyond the vision of Sir Russell Matthews. The treescape along with other factors have created new challenges in the garden and resulted in a loss of vitality and sustainability of some of the garden plants.

Therefore, while it is a priority to retain as far as practical the plant compositions established by the Matthews, it is important also that new fresh plants added to the garden collection and that the environmental factors are addressed to improve the growing conditions of all the gardens.

A continued focus is the regeneration of the woodland and cottage garden beds.

This does not preclude the addition of any other new and interesting other plants that have potential to perform well at Tūpare and add value to the heritage garden displays. The addition of new plants of luxuriant quality and interest is indeed in character with Sir Russell's development of the gardens.

### Policy Recommendations

1. Accession records are consistent with International Plant Database conventions,
2. In the context of the heritage garden display of the Matthews' favourite plants, choice new and exciting plants continue to be added to the garden collection in a limited fashion, when opportunities arise,
3. Rhododendron hybrids continue to be added as a garden focus but maintained to the general plant composition levels that Sir Russell Matthews developed,
4. Trees, shrubs and other woody plants, particularly kurume and deciduous azaleas, camellias and roses, are added to the garden collections when proven in terms of suitability to the environment, and proven aesthetic value and that;
  - Reflect the Matthews' plant styles
  - Provide seasonal colour range (flower/bark/autumn colour)
  - Feature scent/texture/form
  - Provide heritage interest
  - Are suitable to Taranaki
  - Continue the "arts and crafts" plant styles
  - Are not of pest potential
  - Are robust and durable in terms of climate change
5. Herbaceous material including annuals and perennials are added to the garden to enhance the vitality of seasonal displays particularly in association with the house, cottage and cascade gardens,
6. Tūpare is a recipient of disseminated plant material from other sources where the plant is appropriate to the Collection Policy and the Tūpare environment,
7. A formal link with Pukeiti and Hollard Gardens is maintained as Taranaki regional network for plant dissemination.
8. Climate change and likely future conditions are taken into account with all new plant purchases.

### Deaccessions

The nature of any garden is the evolution of its plants. Some may have a limited life, some may prove not suitable for a variety of reasons, and others may fall to pest disease or other factors.

### Policy Recommendations

1. Propagation material of valued plants in the garden collection is recovered to ensure the on-going sustainability of that plant in the garden collection.
2. Plants may be removed from the garden collection under one or more the following criteria:
  - There are plants of the same type in the collection,
  - The plant is of no particular significance,
  - Changes in the collection policy,

- Severe plant damage,
  - The plant is diseased or infected by pests beyond recovery and/or a risk to other plants,
  - The plant is proving the potential as a weed pest,
  - The plant is not performing to its potential in the Tūpare environment,
  - The plant poses public safety concerns,
  - The plant is adversely affecting built structures, causing other damage or shading,
  - The plant is sustaining continual damage or disease which is likely to get worse with climate change.
3. It is worthwhile noting that, although the process of removing a plant from the collection is known as deaccessioning, the plant is never removed from the database. The record remains with its fate noted for future reference.

### Collection conservation

Conserving the garden collection is an ongoing management issue that involves all aspects of plant husbandry and garden management. For Tūpare, this relates to protecting the vision of Sir Russell and Lady Matthews and the plants of heritage, personal and specimen interest.

Conservation of the more significant plants, which may not be able to be replaced from the nursery industry, can be achieved through good practices that may include propagation, and plant replacement planning.

### Plant Propagation

Tūpare's requirements for propagation are minimal. Its main reason for doing so is the sustaining of its more significant plants that may be no longer available or to bulk up herbaceous material for display purposes. It is important to produce plant replacements of this rarer material.

The propagation is organised around the plant replacement programme (see below). Although some of the vegetative propagation is done on site any specialist or difficult propagation is undertaken at the Pukeiti nursery or contracted out.

### Policy recommendations

1. Propagation is only undertaken for plant material not readily available in the domestic nursery industry,
2. Plants planted by the Matthews and no longer available in the nursery market will (where possible) be propagated from the original plantings for future replacement and/or further addition to the garden. Although some of the vegetative propagation can be done onsite any specialist or difficult propagation should be undertaken at Pukeiti or contracted out,
3. Perennials could be propagated to bulk them up and refresh the displays.

### Plant Replacement Programme

The plant replacement programme for Tūpare is required to assist in sustaining the garden collection heritage integrity in terms of the plantings undertaken by the Matthews family.

The main aim is to ensure the continued representation of the heritage garden character and the key garden plants:

- Plant genera styles favoured by the Matthews,
- Plants no longer available in the market place and of heritage and/or display value,

- Rare and endangered plants,
- Plants that reflect the luxurious and vibrant style as favoured by Sir Russell Matthews,
- Plants representative of the development period,
- Plants with some historic or personal interest to Tūpare and the Matthews family.

Replacement planning also involves revitalisation as although some plants may live a long period, they perform best over a shorter time period and where possible should be replaced to provide for best garden performance.

Tūpare is constantly changing, in particular, shade and competition vary across different sites in the property and a proactive approach to the changing growing environments is necessary. Continued husbandry and evolution of the garden may require plants to be removed or relocated for best performance or new plants added where more suited to the changing environment.

Some forward planning is required to ensure the ongoing sustainability of the plants in the collection.

### Policy Recommendations

1. All key garden plants shall be accorded a replacement programme that identifies propagation and replanting timetables,
2. The plant replacement programme will be determined by the two key factors of sustaining key plants in the collection and, where applicable, maximising their display potential over a given time.

## Collection records management

The heritage aspect of the collection and the stories they provide are unique and engaging benefits Tūpare offers.

For historical and to a lesser extent botanical benefits, it is important to have accurate records of the Tūpare garden collections. As many of the plants are no longer available, information on them such as their provenance and the relationships formed around them with the Matthews, are important to capture, record and communicate.

Tūpare tells the story of the Matthews garden development through its plantings and the relationships they made over this time. It is a valuable historical reference that can be told through the plants in the garden.

### Database

The IrisBG plant database has been adopted for Tūpare, Pukeiti and Hollard Gardens. IrisBG is a database application designed to manage information on biological (primarily botanical) collections. It is used in a wide variety of botanic gardens, arboreta, herbaria, zoos, universities, and similar institutions needing to document their collections as well as to maintain other biological information.

For Tūpare this database will be managed as more of a historical reference and for plant nomenclature rather than a strict botanical database. The database will soon be made publicly accessible on a webpage called 'Tūpare Plants'.

### Policy recommendations

1. Maintain accurate digital records of all key garden plants within the gardens on the Iris BG database,
2. As soon as plant is planted it should be accorded an accession reference number and added to the plant database,
3. Provide photographs, husbandry information or gardeners' personal notes where possible for public and management information purposes,

4. Regularly update records minimum 2 monthly,
5. Provide historical notes.

### Collection information management

Access to Tūpare's plant stories is an important element of the Tūpare visitor experience. The information should be managed to fulfil the varying levels of need from the public and garden management. There is no one solution that will suit all purposes and a variety of media and communications need to be provided where possible.

#### Public access to collection information

Public access to information is valuable to grow their interest and understanding of Tūpare. Access to information needs to be both onsite and off-site. The majority of visitors to the gardens are more interested in what they see and experience rather than detailed collection information. If demand warrants, seasonal printed material about the plants could be thematically produced and made available on site. This could take the form of specimen tree walks, seasonal highlights and the house and garden stories.

Collection information will be provided for visitors in the garden via their smartphones and to be accessed from other locations through the plant database, named "Tūpare's Plants" from the Tūpare website. It will have a search function with categories and supporting information such as:

1. Botanical name
2. Common name
3. Family
4. Location in garden
5. Husbandry notes/comments
6. Their significance and/or Tūpare background

#### Policy recommendations

1. Collection information is provided both onsite and offsite to promote public interest and understanding of Tūpare and the wealth and interest of its garden stories,
2. Onsite information shall include but not be limited to: interpretive and limited name plant signage, printed information and access to 'Tūpare's Plants' website via visitors' smartphones,
3. Offsite information shall include but not be limited to: Tūpare website (including general information and link to Tūpare's Plants), brochures and other publications.

### Plant labelling

Plant labelling for selected plants is a complementary part of promoting interest and value to the visitor. At Tūpare, the focus of information is less botanical and more focused on the landscape and lifestyle stories of the garden. It is used in two levels; the individual plant label and interpretative labels. Accession tags are used for selected woody shrubs and trees.

All naming of plants and display of their names should be in line with international botanical standards of plant nomenclature.

#### Individual labels

Individual display labels for trees or shrubs should be limited to the fine specimen trees and any noteworthy smaller trees or shrubs only. Individual labels may identify the core information – botanical name, genus/family, origin, common name and where appropriate age (when planted) and collection reference, and/or tell a unique story about the specimen and its relationship to Tūpare.



These labels need to be durable in the Tūpare environment, styled with Tūpare branding and character, easily maintained, cost effective and of suitable but limited range of sizes so the visitor can easily see them. They can be pegged in the ground or, only where appropriate, attached to the tree.

#### Collection accession tags

The labelling or tagging for collection management purposes is not necessary for every woody plant or indeed any herbaceous plant at Tūpare. The position of all plants will be recorded on a map within the IrisBG database. Although the accession tags used at Pukeiti and Hollard Gardens are fairly unobtrusive they may detract from the style of Tūpare so there is a deliberate strategy of avoiding them so the appearance of the arts and crafts garden is not undermined.

#### Policy recommendations

1. Interpretative signage or thematic booklets should be provided for plantings and garden areas that are of primary display value and /or with themes of visitor interest.
2. Signage should not detract from the plants and the natural experience. Signs are kept to a minimum and are always unobtrusive and sympathetic to the surroundings.

## Glossary of botanical terms

<b>Accession</b>	addition of plants to the plant collection
<b>Cultivar</b>	distinct and selected form of a species maintained only through vegetative propagation
<b>Deaccession</b>	removal of plants from the plant collection
<b>Dissemination</b>	distribution/sharing of plant material to other gardens
<b>Genera</b>	plural of genus, a group of plants with common characteristics that are easily recognized (typically flower structure)
<b>Hybrid</b>	plant bred from two or more species and/or varieties
<b>Nomenclature</b>	botanical classification for naming of organisms
<b>Provenance</b>	the origin / source of the plants (botanical and /or historical)
<b>Species</b>	naturally occurring forms of a genus, botanically distinct and growing true from seed
<b>Variety</b>	naturally occurring form of a species

## Appendix III

### TRC Gardens Climate Change Charter



## TRC Gardens Climate Change Charter

Climate change is the biggest environmental challenge of our time. It is already affecting our climate, agriculture, native ecosystems, infrastructure, health and biosecurity. If left unchecked it will have broad social and economic impacts. We cannot afford to ignore what is happening in New Zealand and globally.

At the Regional Gardens we have been changing how we manage the respective gardens primarily because of changing weather patterns but also because of the increase concerns about wider plant conservation and the increasing awareness of our regional community.

In terms of our responsibility as botanical curators the Council has joined the 'Climate Change Alliance of Botanic Gardens Charter'.

## Climate Change Alliance of Botanic Gardens Charter

In December 2018, Royal Botanic Gardens Victoria hosted the inaugural Botanic Gardens Climate Change Summit.

Ten botanical organisations from around the world, as well as three peak botanic gardens bodies – Botanic Gardens Conservation International, the International Association of Botanic Gardens and Botanic Gardens Australia and New Zealand – attended the summit. There were representatives from Argentina, China, Spain, United Kingdom, Israel, USA, South Africa and Australia.

The outcome of the summit was the formation of the Climate Change Alliance of Botanic Gardens. The Alliance aims to use global collaboration to tackle the climate change threats facing plant species.

The co-creators of this Alliance signed a declaration to safeguard life by protecting landscapes. They agreed that **the time for action is now**.

In the next 50 years, 20–50% of current plant species in botanic gardens and urban landscapes will likely confront temperatures those species have never experienced before.

Dr Dave Kendal, Senior Lecturer in Environmental Management, University of Tasmania

### Purpose of the Alliance

To grow and sustain a global movement of botanic organisations that take action to protect and enable adaptation of botanical landscapes in a changing climate.

### Principles and Values

Our principles are adopted from *Living Systems* that are interconnected with the landscapes and plant communities for which we are stewards.

- Self-organisation around a shared purpose
- Recruit for and celebrate diversity
- Maintain momentum and energy flows
- Nurture relationships
- Plan for resilience and adaptability

### Objectives

- Safeguard and steward resilient botanic gardens for the benefit of people and the planet
- Share knowledge and expertise to assist botanic organisations and governing bodies to make informed decisions about climate change adaptation
- Provide a credible and authoritative voice in the world's response to climate change with respect to botanic gardens and plants

- Engage our communities in how climate change is impacting our collections and landscapes, and empower them to act in their own garden
- Provide professional development opportunities in botanic garden and landscape management in response to climate change.

## Taranaki Regional Council Gardens response to climate change

At Pukeiti, Tūpare and Hollard Gardens we are taking climate change seriously, both in terms of adapting to the changing climate and taking all practical steps to minimise our impact. The Taranaki Regional Council Gardens are part of the above Climate Change Alliance of Botanic Gardens.

### Goal

A quality garden and rainforest experience

### Objective

To maintain Pukeiti, Tūpare and Hollard Gardens as quality garden and rainforest experiences while minimising the carbon footprint and adapting to climate change

### Principles

#### Awareness

- Understanding changing weather patterns
- Understanding the concerns of the community
- Understanding the need for change

#### Good stewardship

- Changing the plants we grow
- Applying horticulture best practice to a range of activities including soil management
- Building a robust infrastructure
- Ensuring a secure water supply

#### Adaptable and open to learn

- Networking with other botanic gardens
- Learning from observation
- Adapting to continually present a relevant and vibrant garden experience
- Changing how we work to reduce our carbon footprint

### Objective

To inspire others to minimise their own garden carbon footprint and adapt to climate change

### Principles

#### Sharing what we're doing with our community through

- public events programme
- casual interactions and conversations

- onsite interpretation
- leading by example

#### Sharing what we're doing through our schools programme

- continue to adapt our education programme

#### Objective

- To protect our plant collection from the effects of climate change

#### Principles

- climate change is taken into account with all new plantings and plant purchases
- achieve and maintain pest eradication
- maintain active involvement in endangered native and exotic plant conservation

#### Objective

- To protect infrastructure from the effects of climate change and keep our environmental footprint to a minimum

#### Principles

- Continue to use strategies to minimise water use and waste generation
- Ensure services continue to be reliable and efficient whilst reducing the operational carbon footprint
- Plan for resilience and adaptability
- Ensure we maintain good water supply security
- Ensure robust infrastructure to withstand severe weather

#### References

[https://www.rbg.vic.gov.au/documents/Climate\\_Change\\_Alliance\\_of\\_Botanic\\_Gardens\\_Charter\\_web.pdf](https://www.rbg.vic.gov.au/documents/Climate_Change_Alliance_of_Botanic_Gardens_Charter_web.pdf)



**Hollard Gardens  
Asset Management Plan**

**(2021/2031)**

**Revision 1 July 2020**

**Taranaki Regional Council  
Private Bag 713  
Stratford**





## Quality Control Information

<b>Document</b>	Hollard Garden Asset Management Plan - 2509170
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<b>Prepared by</b>	Greg Rine
<b>Reviewed by</b>	Greg Rine, Garden Manager, Taranaki Regional Council.

## Revision History

Revision	Revision Date	Details	Authorised	
			Name/ Position	Signature
1	July 2008	Three yearly review	Mike Nield	
2	July 2011	Three yearly review	Mike Nield	
3	July 2014	Three yearly review	Stephen Hall	
4	July 2017	Three yearly review	Stephen Hall	
5	July 2020	Three yearly review	Daniel Harrison	

## Authorised for Release

Name/Position	Signature
Dan Harrison Director Operations, Taranaki Regional Council	
Steve Ruru Chief Executive, Taranaki Regional Council	



## Executive Summary

Hollard Gardens is a 4.5-hectare garden located in central Taranaki agricultural farming country between Stratford and Kaponga, and within close proximity of the Egmont National Park. In 1927, in their second year of farming, Bernie Hollard, and his wife Rose, fenced off a section of native bush on the family farm and began to develop the garden. Today Hollard Gardens is a personal garden collection of national importance, a true plant lovers' garden. The extensive collection features herbaceous plants, azaleas, rhododendrons and an eclectic temperate-zone mix of rare and unusual trees and shrubs, some raised and bred by Bernie Hollard. A food garden area called Bernie's Home Garden is now well established as an innovative space for education and demonstration and the Hollard Centre is a popular finale to any garden visit.

Governance and ownership of Hollard garden was gifted to the Taranaki Regional for the people of Taranaki, in 2002.

This plan identifies the ongoing potential of Hollard Gardens as a plant heritage and educational resource for the local, regional, national and international visitor and the collective potential of the three regional gardens as a world class cluster of public gardens.

### The vision for the Hollard Gardens experience

*"Tread the soils"*

A horticultural oasis – in the very heart of dairy country. A true plantsman's garden and Taranaki showcase. A place to experience the legacy of Bernie Hollard's passion and determination that made him legendary among gardeners and nurserymen alike. Where garden visitors catch the dramatic views of Mount Taranaki, enjoy special functions and participate in community events.

This plan seeks to focus and develop Hollard Gardens to realise the vision in a way that:

- Preserves and enhances a unique regional plant collection,
- Communicates the stories of Bernie and Rose Hollard and the gardens,
- Is accessible and appealing to a broad audience,
- Promotes Community engagement and support - knowledge, pride and use,
- Maintains and enhances the high standard of user facilities and services,
- Promotes recreational and education experiences through tailored events, programmes, functions and marketing,
- Maintains an inclusive environment between Hollard Gardens, individuals and groups.
- Capitalises on the collective potential of Hollard Gardens Pukeiti and Tupare as a 'world class cluster of public gardens'.



## The 2020 Review

Earlier Hollard Gardens Asset Management Plans acknowledged the value of the Hollard Gardens experience and provided the framework and opportunity for the development and upgrade programme. The last review (2017) review consolidated the upgrade work with a continued focus on improving the property.

In achieving the programme, the plan's purpose is to protect and guide the vision and goals for the garden whilst reflecting the changing needs of the local community and visitors.

To ensure it is achieving this purpose the plan is reviewed on a three yearly basis with a major update every seven to ten years as part of the Asset Management Plan process.

The plan has been reviewed as part of the 2021/2031 Long Term Plan (LTP) process.

The review considered the achievements against stated goals and objectives, the continued relevance of these achievements and tested the current validity of the goals and objectives and their supporting policy and where appropriate repositioned the plan.

This 2020 review refines the original goals and objectives of the plan. These goals and objectives, and their supporting policy, are robust and are still valid. They will continue to provide the ongoing framework for Hollard Gardens.

The 2020 plan provides a new programme for the 2021-2031 period. This programme aims to continue to fulfil the purpose of the plan and to specifically increase community benefit from Hollard Gardens.

The recommendations for priority tasks over the next three years to achieve this are:

1. Promote community and regional support and engagement
  - Promote and provide the local community with access to the use of the garden within the guidelines outlined in the asset management plan,
  - Continue with an ongoing communications programme for Hollard Gardens which informs the community, stakeholders, audiences and visitors of the development programme(s) and key milestones,
  - Maintain a shared position with Tūpare and Pukeiti as a world class cluster of public gardens for the management and promotion of events, advertising and communications with the aim to facilitate and promote a common audience,
  - Facilitate and promote community engagement through the "Friends of Hollard Gardens" who can engender community involvement and a sense of community ownership.
2. Utilise and market the Hollard Centre
  - Incorporate the Hollard Centre as a venue for the garden education programme,
  - Promote Hollard Centre to community groups and local businesses for a variety of uses,
  - Provide the Hollard Centre as a place to rest and gather information for the casual garden visitor.
3. Implement the Hollard Plant Collection Plan 2005 (and its subsequent revisions)
  - Continue to develop and maintain plant collections data in the plant database,
  - Develop and maintain public access to the plant collections data for the benefits of promotion, education and visitor experience.
4. Continue to provide public access to the garden at no charge.

- Charges will be made for added value services and use for public and private functions and events.

The Council adopted this Asset Management Plan Revision in \*\*\*\*\* 2020.

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## Introduction

### Context

Taranaki is nationally and internationally recognised as a garden province, well known for its parks, gardens, leading plants people and horticultural innovators.

Its distinctive landscape, topography, soils and climate provide an excellent physical environment for the growth and well-being of a diverse range of plants. Nurseries and garden developers in the region have capitalised on this environment over the past one hundred years.

The Taranaki Regional Council successfully introduced the Empowering Act 2001 to enable it to be directly involved in regionally significant recreation, cultural and heritage projects. This Act followed the recommendations of the Regional Gardens Report by notable horticulturalist Alan Jellyman, which specifically highlighted Hollard Gardens, Tūpare, and Pukeiti as three significant gardens that would benefit from such an association.

As a result the Council is responsible for the governance of Tūpare, Hollard Gardens and Pukeiti.

The Taranaki Regional Council's 2004/2014 LTCCP identifies as a main objective that Hollard Gardens, along with Tūpare and Pukeiti, be maintained and enhanced as a regionally significant recreational and heritage amenity.

National trends also demonstrate an increasing interest in, and need for the natural environment, conservation, recreation and tourism – all of which are relevant to this plan.

The Taranaki Regional Council is providing the garden management, development and marketing of these three properties.

### Stage One Report: Strategic direction and framework

In March 2003, the Taranaki Regional Council and the Pukeiti Rhododendron Trust, key stakeholders and the community were presented with the Taranaki Regional Garden Project Stage Report - Strategic Direction and Framework.

The Framework highlights points of strength/uniqueness and synergies related to audience experience development in each garden. Issues include increasing the range and numbers of visitors, developing community use and pride, developing the gardens' unique identities, broadening services (including activities and events), and exploring new alliances and partnerships.

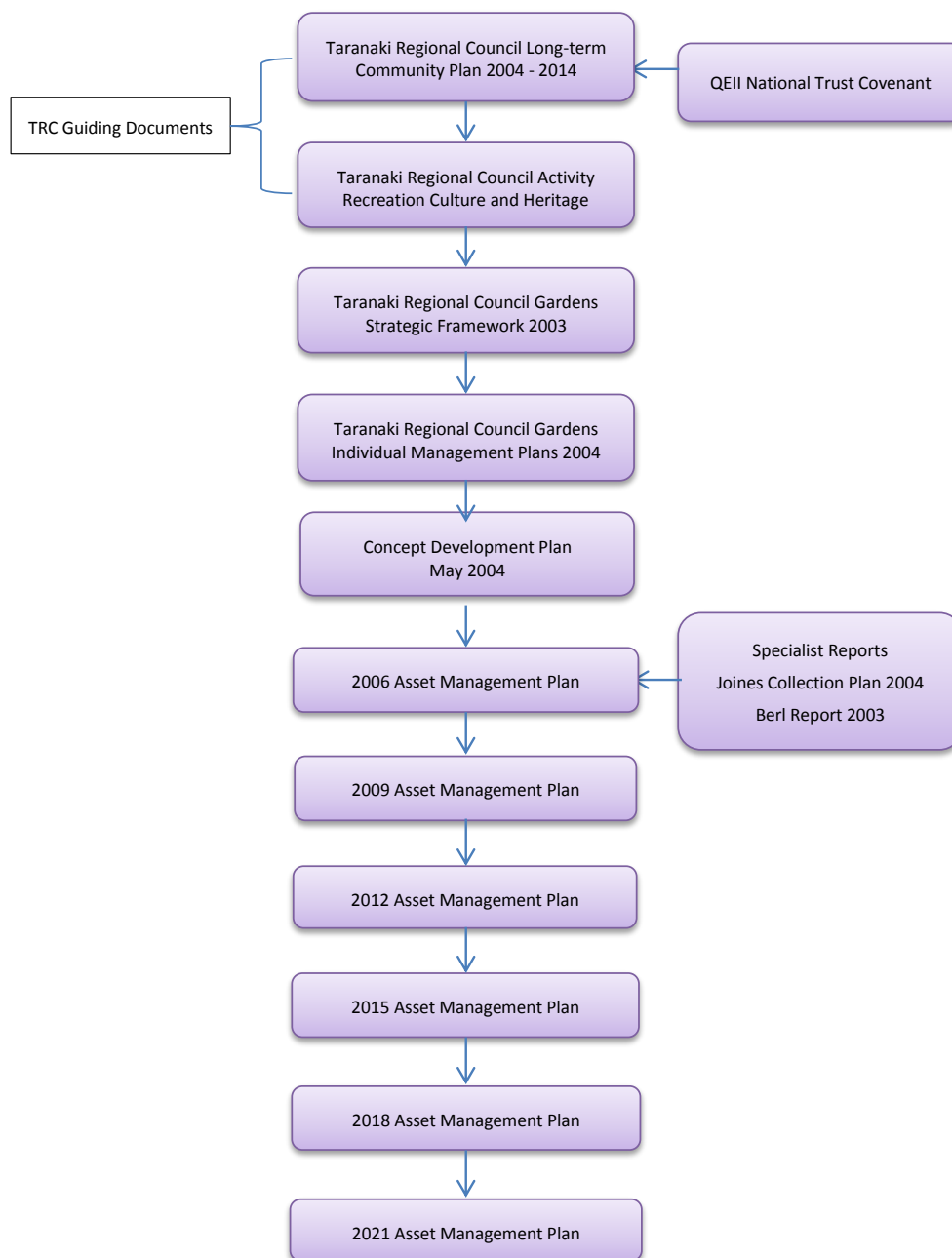
The process highlighted five main areas of potential development for the gardens:

- Establishment of distinctive points of difference,
- Provision of new and enhanced facilities and services,
- Improved access - physical, informative and interpretative,
- Potential value of additional partner relationships,
- Shared services between the three gardens including - collection records management, marketing, maintenance service provision, education, management, staff training and development.

Community and other stakeholder consultation throughout this report process identified a high level of support, strong interest and pride in the gardens, and highlighted the opportunities for these gardens to be more closely linked.

## Management Plan relationships

The Hollard Gardens Management Plan relates to a variety of Taranaki Regional Council policy and planning and has undergone a number of reviews.



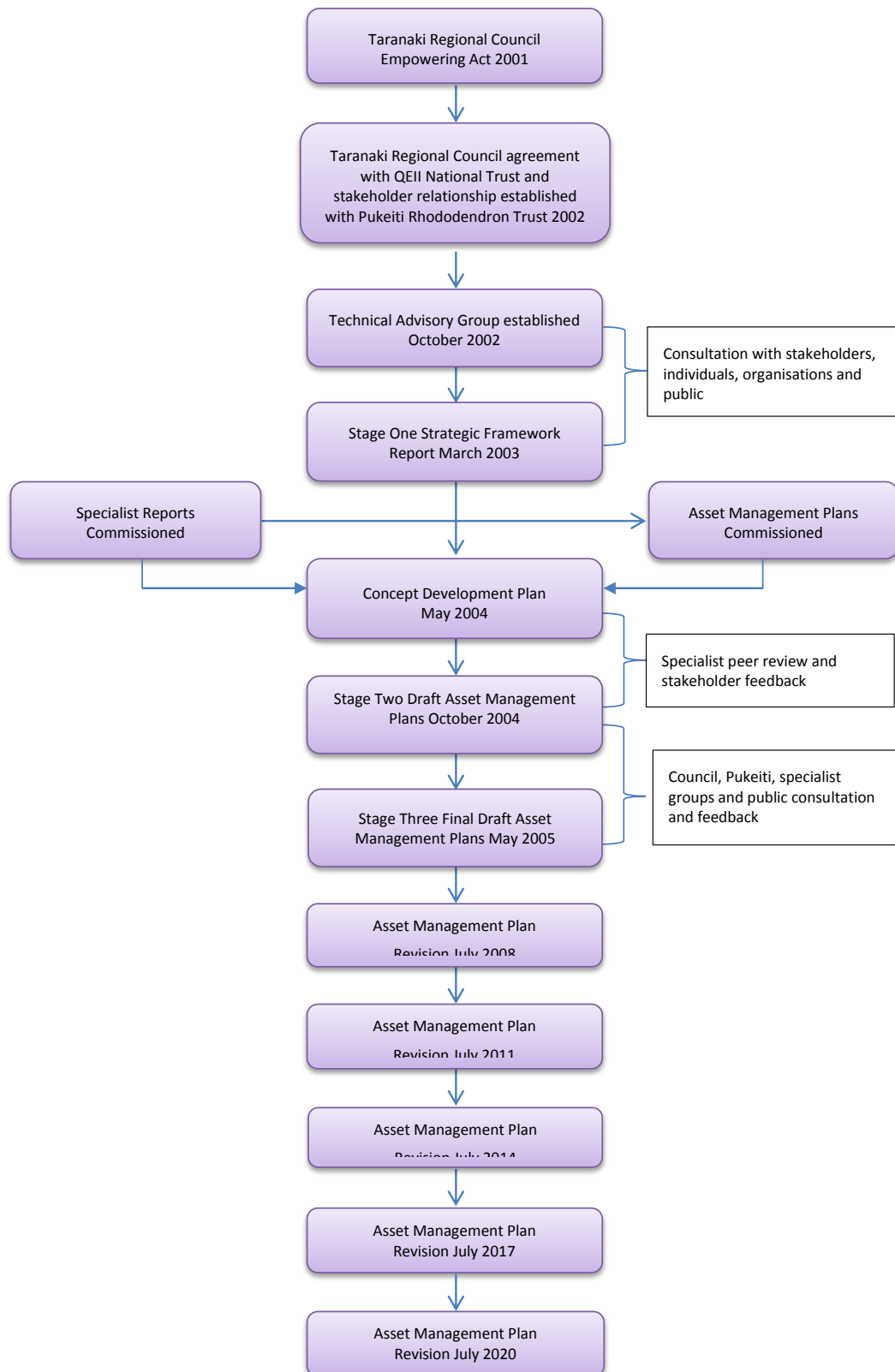
## 2021 Management Plan inputs

A wide range of activities and experiences were called upon in the development of this plan. Ongoing activities including extensive visitor and user surveys have provided a wealth of institutional knowledge relating to the changing needs and preferences of garden users, visitors and community groups.

The use of first hand data, direct from user to provider, has allowed management to act swiftly upon identified needs. The result is the provision of dynamic services and opportunities to meet both immediate and longer term community and visitor requirements.

This plan has been developed with careful consideration of the direct input from garden users, visitors and community groups. The process has been, and still is, to continue with and develop what works, revise or reverse the unsuccessful, and always act within a framework of knowledge of user requirements, preferences and projected demands.

## Management Plan development process



## Management Plan purpose

The Plan provides direction and guidance for the Taranaki Regional Council's management of Hollard Gardens over the next 10 years. The Council's aim is to ensure that Hollard Gardens is maintained and enhanced as a regionally significant recreational and heritage amenity and realise the vision in a way that:

- *Protects the heritage qualities of the garden,*
- *Captures the character and integrity of the gardens,*
- *Is accessible and appealing to a larger audience,*
- *Increases the wider Taranaki community's pride and use,*
- *Provides a range of quality visitor services and events,*
- *Leads to the ongoing improvement and redevelopment of Hollard Gardens.*

The Plan identifies strategies, goals, objectives and principles for the programme of development, operations, management and public use of Hollard Gardens.

## Management Plan structure

The Plan is in four sections.

### Section One: Background

Provides a quick snapshot of Hollard Gardens' history, the garden and bush property and its current audiences and use.

### Section Two: Strategy

The vision, goals and objectives supported by recommended policy.

### Section Three: Programme

A summary of the key tasks both management and development in relation to the main goal areas.

### Section Four: Budget and Asset Management Details

The financial plan for the operations and programme.

### Section Five: Collection Plan

The plan for management of the Collection

## Management Plan monitoring and review

This Management Plan is a dynamic document that should evolve with the garden, audiences and community. The Plan should always protect the vision and goals for the garden and reflect the changing needs of the community and visitor.

This Plan should be reviewed on a 3-yearly basis with a major update every 7 to 10 years. The review should measure the achievements against stated goals and objectives, and the continued relevance of these achievements.

The update should test the current validity of the goals and objectives and their supporting policy and where appropriate reposition the Plan.

### 2020 Review

Since the inception of the gardens' Asset Management Plans, development and direction of Hollard Gardens, Tūpare and Pukeiti has been driven by the goals and objectives of the plans. These goals and

objectives, and their supporting policies, are robust and are still valid. They will continue to provide the ongoing framework for all three gardens.

The last three years, from 2018 - 2021, have seen major activity at all three gardens revolving around the concept of community ownership and the management of the growth in visitor numbers resulting from continued community involvement.

The implementation of the Plant Collection Plan is ongoing through the use of the "IrisBG Plant Collection Database". The process of plant verification and input into the database is established and ongoing. The Collection Plan has been reviewed as part of the 2020 review with no significant change necessary.

There has also been a focus on adequately resourcing the garden with appropriate, seven day a week staffing levels. The garden now has a full complement of suitably qualified staff. The remote location of the garden has provided a challenge in terms of attracting appropriately qualified staff and this will be an ongoing issue into the future. The ongoing aim is to create a pool of highly professional public gardeners that can move seamlessly between all gardens in the group.

In summary, the main achievements from 2017 to 2020 for Hollard Gardens, include:

- Continued improvements to Bernie's Home Garden and the Food Forest
- Promotion of the public events programme
- Collection database consolidation
- Growth of community group involvement
- Increased community use of the playground, pavilions and event facilities

There has been significant progress in developments and upgrades. These have been highly successful in providing the platform for community ownership, pride, use and knowledge.

In terms of the main goals and objectives of the Hollard Garden Asset Management Plan there have not been any significant changes. These goals and objectives are still valid and provide the foundation for the ongoing growth and development of the Hollard experience.

The programme of capital expenditure, asset renewals and non-routine maintenance has been developed for the 2021 - 2031 period and is included in section four. This has also included an upgrade of the reporting of the Asset Management Plan details aligned to the Office of the Auditor Generals' criteria for assessing conformity to "core" asset management planning criteria in accordance with the NZ Local Government Act in 2002.

## 1 Section One: Background

### 1.1 History

As a young man, Bernie Hollard took over a dairy farm in Kaponga where he had grown up. In 1927, in his second year of farming, he fenced off a section of native bush on the farm and began to nurture it as a hobby, then to extend the garden in stages.

In the 1950s he put sharemilkers on the farm and with wife Rose, turned to gardening full time. He worked in the garden for 70 years.

Bernie Hollard learned to propagate plants for himself and provided nurseries and fellow garden enthusiasts with stock, particularly within the Taranaki region and he became well known for breeding rhododendrons. He collected a wide variety of plants that grew alongside his own in his extensive gardens.

In 1982, Bernie Hollard, at the age of 80 years, converted another two hectares of paddock into garden. In the same year, he and Rose Hollard gifted the garden to the Queen Elizabeth II National Trust.

In 1984, Bernie Hollard was awarded the Queen's Service Order for his community work. He was a fellow of both the Royal Horticultural Society and the Royal New Zealand Institute of Horticulture up until his death in 1996.

### 1.2 Description

Hollard Gardens is a 4.5-hectare garden, located in central Taranaki agricultural farming country, between Stratford and Kaponga, and within close proximity of the Egmont National Park.

Hollard Gardens is primarily a personal plant collection that reflects the passion of Bernie and Rose Hollard. The gardens are an eclectic mix of temperate-zone plants mainly selected by Bernie Hollard, and reflect his preferences and what grew successfully in the garden.

The garden is referred to as a "living museum of heritage plants collected within Bernie Hollard's lifetime". This is its uniqueness and focus for its preservation and value. The garden contains a fine collection that represents the plants introduced to Taranaki from 1927 including some selected and grown at Hollard Gardens. This was not a conscious objective of Bernie Hollard but is a result of his efforts and has evolved into a significant collection over time.

Today the gardens include a fine range of perennials, trees and shrubs, some of which were raised by Bernie Hollard, and others that have been more recently added to the garden collection. Hollard Gardens contains a remnant of New Zealand native temperate forest that provides a mature framework for the garden.

Hollard Gardens currently has a modest range of buildings and structures to serve visitors and staff.

Hollard Gardens is recognised nationally and internationally as a garden collection of national importance, a true plant lovers' garden. The extensive collection features herbaceous plants, azaleas, rhododendrons, and an eclectic mix of rare and unusual trees and shrubs.



### 1.3 Governance

In 1982, Bernie and Rose Hollard vested in the QEII National Trust, the governance and ownership of Hollard Gardens, along with an endowment for the garden's future protection.

In 2002, ownership and management of Hollard Gardens were transferred to the Taranaki Regional Council for the people of Taranaki. Today, the gardens are funded by the ratepayers of Taranaki through the Taranaki Regional Council.

### 1.4 Current audience

Hollard Gardens currently attracts over 20,000 visitors annually. It is opened and staffed daily for visitors throughout the year for self-guided garden experiences with the main visitor season from September to March, peaking over the annual Taranaki Garden Festival in October/November and the peak summer holiday period from Boxing Day to the end of January.

Visitors were predominantly garden enthusiasts aged over 40 years, but current strategies have widened the audience to include a more diverse cross section of the public. Hollard Gardens also attracts growing interest from schools, families and community groups. Hollard Gardens relates well to the local rural community providing a recreational and educational focus.

## 2 Section Two: Strategy

### 2.1 Vision

"A Plantsman's garden for all people – Taranaki's living legacy"

### 2.2 Visitor experience

Visitors arriving at the landscaped car park of Hollard Gardens will have few visual clues to the garden that awaits them. This is dairy country, close to Mount Taranaki and away from the urban centres. The rural impression is apt. As a young couple, Bernie and Rose Hollard were dairy farmers first and gardeners second. The priorities later reversed. As the visitor begins to experience Hollard Gardens – from open country road, through the Old Garden, the bush remnant, and the New Garden – the changing gardening focus of the Hollards themselves takes a physical form.

An unattended gatehouse provides visitors with shelter and a gathering point. The journey begins through the Old Garden. The paths are narrow, the garden rich and mature and there are many native birds. The visitor will quickly pick up the characteristics of the garden – informality, surprise, discovery, peacefulness, simplicity and diversity – and begin to learn about the plants.

As they take the short walk up the broad ambling path, the Hollard Centre comes into view and draws them there. This is where visitors will get their directions and general information before they embark on their experience. It also provides a place to relax and learn after they have enjoyed their walk.

There is a sense of purpose here, and as the gardens begin to open up to larger spaces, sweeping lawn areas and open plantings of intensive and varied gardens in the park-like New Garden, the significance of the garden's collection becomes even more apparent. Hollard Gardens is the impressive achievement of a modest gardener carried out through a lifetime of hard work, skill, innovation and passion.

All visitors, whether garden enthusiasts or not, will be greatly impressed by the depth of horticultural information contained here and most will learn something new. Specific information provided along the pathways and in the new visitor centre will explain the variety of the plants in the gardens and their stories of use and origin. Visitors will begin to recognise the evolution in horticulture that these plantings represent and their context in the amenity horticultural development of Taranaki and New Zealand, and will understand how Bernie Hollard's principles of conservation management sustains the environment of the Gardens today.

But the experience of the Gardens will not be strictly instructional. Hollard Gardens has considerable charm of its own with beautiful trees and shrubs, occasional stunning views and vistas to the rural surrounds, a children's play area near a conifer collection, a nearby event pavilion and rotunda, and especially in spring, a colourful bog garden. There are quiet, sheltered areas for contemplation and rewarding photograph opportunities.

This is a garden for local festivals, weddings and celebrations too. Hollard Gardens is a place for activity, participation, learning and a safe choice for families seeking quality recreation.

Visiting Hollard Gardens is an inspiring and enriching experience. It has long been treasured by those knowledgeable enough to recognise its true value. Wider interpretation of this value will make the garden accessible to a much broader audience. For all visitors, the journey will be well worthwhile.

## 2.3 Values

- Accessible
- Available
- Belonging
- Creativity
- Culture
- Discovery
- Enjoyment
- Inclusive
- Inspirational
- Integrity
- Knowledge
- Nature
- Passion
- Persistence
- Pleasure
- Preservation
- Quality
- Relaxation
- Resilience
- Surprise
- Tranquillity
- Unique
- Variety

## 2.4 Positioning

- Location: rural environment
- Significance: regional/national/international
- Focus: heritage collection education/demonstration
- Management: provide public value

## 2.5 Audiences

- Taranaki community and their visitors
- Visitors to the regions – specialists, tourists
- Families
- Functions and events
- A wide range of learners and educators

## 2.6 Synergies

- Garden services –Pukeiti, Tūpare and District Councils,
- Marketing and Communications – local/national tourism providers, Tūpare and Pukeiti, Provincial newspapers, District councils, Internet and electronic media,
- Collection records management – Pukekura Park, Tūpare and Pukeiti, others
- Programme development – Education providers and agencies,
- Staff development - Tūpare, Pukeiti and District Councils,
- Horticultural organisations – New Zealand Garden Trust, Royal New Zealand Institute of Horticulture, Botanic Gardens of Australia and New Zealand, Botanic Gardens Conservation International,
- Tourism Industry Aotearoa, Interpretation NZ.

## 2.7 Goals, objectives and principles

The structure of this section follows the key areas of focus relating to the overall vision. Each activity area has a goal, associated objectives then statements of principle to support the objectives and goals.



### 2.7.1 Hollard Charter

The following are the key principles under which all management and development of Hollard Garden should apply. These principles encapsulate the ideals of Bernie Hollard and should be read in conjunction with the Hollard Plant Collection Plan 2005.

- The garden will be maintained and developed in the informal style created by Bernie and Rose Hollard,
- The trees, shrubs, perennials and bulbs collected over the lifetime of Bernie Hollard will be preserved and maintained as an important heritage collection - a living museum of plants introduced to the garden,
- The garden will be presented, maintained and developed as a quality horticultural experience in a healthy, sustainable and attractive manner according to best horticulture amenity management practices,
- Trees, shrubs and other plants that furnish the garden will reflect the plant varieties, proportions, colour schemes, spacing and heights favoured by Bernie Hollard,

- Restoration and ongoing management of the garden will be guided by the principles of the Hollard Plant Collection Plan 2021 and the Hollard Asset Management Plan 2021 (and their subsequent revisions) that outline Bernie Hollard's vision and achievements,
- Any future facility developments in the garden will be designed to ensure that the integrity of the garden is not compromised, and will add value to the Hollard Garden visitor experience,
- Access pathways within the garden will not compromise the intimate style of the sections of the garden established before 1980,
- Sustainable land management and conservation practices based on the principles of Bernie Hollard will be continued,
- Communicating the stories of Hollard Gardens will be a primary objective of the visitor experience,
- Garden management principles and best amenity management practices will act as a guide for Hollard Gardens management.

### 2.7.2 Plant collection

The garden presents a collection of plants that reflect the development of the amenity plant nursery industry in Taranaki and New Zealand from 1927 to the present.

The collection is a living museum of heritage plants collected by Bernie and Rose Hollard over their lifetime. It reflects an eclectic range of plant introductions over this period with a focus on cool temperate-zone plants that performed well in their garden especially rhododendrons, azaleas, and some camellias.

All efforts are made to ensure the knowledge contained in the garden is captured, managed and made accessible, and that any collection development reflects the vision of Hollard Gardens and adds value to the heritage and education qualities of this living plant history.

#### Goal

The provision of a unique, quality plant collection of local, regional and national significance.

#### Objective

To record, protect, enhance and provide access to the quality heritage garden plant collection that is Hollard Gardens.

#### Principles

- The Hollard Gardens Plant Collection Plan 2005 (and subsequent revisions) are implemented,
- Hollard Gardens is managed as an informal garden displaying a range of plants beginning with those collected and introduced by Bernie Hollard,
- According to internationally accepted botanical collection management conventions, plants are identified and records maintained to enable identification, accession, breeding and plant heritage value information,
- A full collection analysis is undertaken and maintained to identify the current collection and the specific strategy for future collection management and conservation,
- Consideration is made of the garden heritage value, contents, landscape character and design before any major garden restoration or replanting is undertaken,
- The garden landscape is maintained to protect Bernie Hollard's original vision of spatial balance and character,

- The garden is presented, maintained and developed as a quality horticultural experience in a healthy, sustainable and attractive manner according to best horticulture amenity management practices,
- The remnant forest area is maintained and protected for its intrinsic and education values,
- The New Zealand Gardens Trust endorsement will be maintained.
- Consideration is given to all relevant facets of climate change in regards to any garden refurbishment or new accessions

### 2.7.3 Environment, conservation and heritage

The Hollard family's hard work, passion and sensitive land management led to the transformation of natural lowland bush and farmland into a garden nestled within this environment, complementing and nurturing areas of the original bush remnant.

The garden provides a living example of the evolution of Taranaki and New Zealand's amenity nursery horticulture from the late 1920s. It also illustrates sustainable garden management.

The heritage value of the garden is an intrinsic part of its value.

#### Goal

A quality, heritage garden and worthy example of environmental care, conservation and heritage management.

#### Objective

To protect, conserve and make accessible, the environmental, conservational and heritage values of Hollard Gardens.

#### Principles

- Sustainable land management and conservation practices based on the principles of Bernie Hollard are practiced,
- The heritage values of the garden's plant collections are recognised and the significant plants preserved and conserved,
- The existing areas of remnant bush environment and planted exotics are protected, with no future encroachment or removal of plants that could have detrimental effect on the remnant forest,
- Taranaki Regional Council will promote and educate visitors on conservation and environmental care,
- Education, demonstration and training focusing on horticulture, sustainable land management practices, conservation and lifestyle values are developed as an integral part of the Hollard Gardens experience,

### 2.7.4 Information and education

The gardens provide opportunities to learn about and capture the essence of the Hollard Gardens' stories. These stories need to be articulated and communicated to the visitor to enable the potential of Hollard Gardens to be realised.

#### Goal

A visitor experience that captures the imagination and inspires the spirit through the Hollard Gardens' stories.

### Objective

To identify, celebrate and enhance the Hollard Gardens experience through the telling of the associated stories.

### Principles

- Hollard Gardens stories are the focus of all information and include:
- The Hollard family- their garden, lifestyle and work,
- The evolution of the Taranaki and New Zealand nursery industry from 1927,
- The living heritage plant collection,
- Sustainable land management and conservation,
- Horticultural garden management,
- Research will continue to fully identify, qualify and record the stories of Hollard Gardens,
- Communicating the stories of Hollard Gardens is a primary objective of all communications, information and interpretation,
- The Hollard Gardens experiences include garden management and conservation education, training, interaction and demonstration,
- The unique identity brand for Hollard Gardens reflect its Taranaki heritage garden collection and education value,
- Hollard Gardens' stories are told through quality interpretive information including plant labelling, guiding, interaction with staff, technology, publications and signage.

### Objective

To market and communicate Hollard Gardens as a unique, integrated regional educational showcase, resource and experience.

### Principles

- All promotion reflects the education and garden heritage experience that is a unique identity of the gardens,
- All signage and information reflects the intimate, informal nature of the gardens and creates a sense of intrigue and surprise,
- Way-finding signage that reflects the garden character is provided to enable ease of direction finding externally to the garden from main road routes,
- Education programmes that utilise the gardens and their stories are provided to engage the community, schools, enthusiasts and specialist audiences.

## 2.7.5 Community and use

Hollard Gardens has consolidated its position within the Taranaki Community.

Historically the visitor to Hollard Gardens has had limited opportunity for anything other than a garden walk. New and future facilities will provide further opportunities. The garden's proximity to Egmont National Park and its central Taranaki location also invite potential development of further recreation value-added experiences to attract and sustain new regional audiences. Community access to Hollard Gardens is currently free and this situation will continue. However, this should not exclude limited commercial opportunities that further benefit the visitor experience.

Management of the garden, facilities and visitors is an integral part of future development. Where possible, community involvement in this process should be encouraged to promote community pride and goodwill, and to add value to the Hollard Gardens visitor experience.

**Goal**

A garden that promotes and engages Taranaki community support, use and involvement, and especially the people of Stratford and South Taranaki districts.

**Objective**

To develop opportunities for the wider regional community and beyond to utilise and appreciate Hollard Gardens.

**Principles**

- Wider community involvement is encouraged, beyond the immediate Central and South Taranaki area,
- Hollard Gardens is promoted as a centre for all garden activities to potential local, regional and national audiences,
- Education development is encouraged,
- Links with other local and regional recreation activities should be utilised (e.g. National Park, Dawson Falls, regional tourism packages, Stratford and South Taranaki districts opportunities),
- Community festivals, programmes and other events are developed that capitalise on the gardens' potential and add value to the local community experience,
- Complementary artistic activities are developed.
- Promote Hollard Gardens Pukeiti and Tupare with campaigns and events as a 'world class cluster of public gardens'

**Objective**

To provide value-added opportunities that enhance the visitor experience.

**Principles**

- Hollard Gardens has no public entry fee,
- Charges for additional services or activities that add value to visitors and are not as of right available to the visitor, may apply,
- Commercial ventures and other value-added activities may be encouraged that are sensitive to the character of the garden and attract and sustain existing and new audiences,
- Minimal commercial opportunities may be developed that align with the Hollard Gardens heritage garden collection character, such as heritage plant sales, products and souvenirs,
- Any commercial activities are subject to business planning proving suitability and sustainability.

**Objective**

To manage the gardens effectively and professionally and, where appropriate, to invite community involvement.

**Principles**

- Hollard Gardens is open all day, every day of the year,
- Hollard Gardens is managed and resourced to achieve the appropriate amenity horticultural quality standards,



- All garden staff should be suitably qualified and/or experienced and training/exchange programmes established to ensure ongoing education and development for staff members,
- A suitably qualified Regional Gardens Manager is required to steer the developments,
- Suitably qualified and dedicated staff are required to ensure the quality presentation of the gardens and environment and maintenance of the collection.

## 2.7.6 Physical access, facilities and services

Hollard Gardens provides a variety of facilities for visitors. Desired audience growth and development require the review, provision and maintenance of appropriate quality facilities and services. Many of these facilities have now been developed and upgraded as part of the previous asset management plans.

The provision of future facilities or services will be a gradual process that identifies a clear purpose and where appropriate, a business case outlining sustainability.

### Goal

The provision of appropriate facilities, services and physical access within Hollard Gardens that enhance visitor experiences without impacting on the intimate character of the garden landscape.

### Objective

To provide adequate physical access and associated services.

### Principles

- The carpark caters for expected visitor numbers, private cars and buses,
- Circulation patterns within the garden, both pedestrian and vehicular, are reviewed periodically according to changes in demand, site development and visitor trends,
- The intimate pathways within Hollard Gardens are not to be widened or greatly redirected,
- Any built structures are modest and functional in design and nature,
- Pathways are suitably maintained to be accessible in most weather conditions and to be reflective of the informal character of the gardens,
- Vehicle access within the garden is limited to service vehicles. Other vehicles may occasionally be allowed, by arrangement with the site management.

### Objective

To develop facilities and services that will meet the developing needs of new audiences to Hollard Gardens.

### Principles

- Facilities will be provided to reflect the needs of audiences,
- The gatehouse at the main entrance will be maintained,
- The event pavilion, with basic services, is provided on the main lawn for user groups,
- Services such as water and power are provided throughout the garden as appropriate,
- The gazebo and family corner on the main lawn are retained, consistent with the Hollard Garden design character,
- The Hollard Centre is maintained and made accessible primarily for the casual garden visitor and is complemented by ancillary public and private events.



### 3 Section Three: Programme

#### Part A. Review of achievements from 2018 - 2021 programme

The task and priorities listed this section are from the 2017 programme. The achieved comments are as at September 2020.

The 2020 review comments below are made to qualify the situation where relevant. (Note: refer to the *2005 Concept Development Plan* for development concepts.)

(# = Could be implemented in partnership with Tūpare, Pukeiti and other regional garden partners.)

Priority 1 1-3yrs

Priority 2 3-5 yrs

Priority 3 5-10yrs

#### 4A.1 Collections

Task	Priority	Achieved
Continue to implement the Hollard Garden Collection Plan 2005.	Ongoing	Yes
Continue to add to and enhance the collection with specific attention to edible ornamentals, Taranaki's rare and endangered species and rare and unusual exotics no longer commercially available.	1	Yes
Continue implementation of the plant labelling system and sympathetic public display labels.	1	Partially
Continue to provide collection information to the public through the Hollard Centre and the website.	Ongoing	Partially

#### 2020 Review comments:

We have made significant progress in expanding the collection of rare native plants.

- Plant labelling is ongoing.
- The plant database is increasing all the time and it is now available to the public via a link from the Hollard Gardens page of the website and via Bernie's Plant register in the Hollard Centre.
- An active propagation programme, working in conjunction with the Pukeiti nursery, has been established to preserve a range of native and exotic plants that are no longer commercially available.

#### 4A.2 Environment, Conservation and Heritage

Task	Priority	Achieved
Protect the garden character of informality, surprise, discovery, peacefulness, simplicity, richness and diversity.	Ongoing	Yes

Task	Priority	Achieved
Retain, protect and enhance the remnant forest.	Ongoing	Yes
Identify and make accessible the heritage values of the garden and people through innovative interpretation.	1-2	Yes
Continue to develop opportunities that educate and enable experience of environmental, conservational and heritage values of the property.	1-2#	Yes
Utilise sustainable garden management and biological practices that position Hollard Gardens at the forefront of healthy and vibrant public gardens to engage and inspire visitors.	Ongoing	Yes
Continue to implement the Bernie's Home Garden Management Plan (2014 – Internal document).	1	Yes

**2020 Review comments:**

- Bernie's Home Garden continues to consolidate as a destination for casual visitors and our educational workshops.

**4A.3 Information and Education**

Task		
Continue to develop opportunities in communication, information and interpretation to tell the stories of Hollard Gardens.	Ongoing	Yes
Continue to offer the 'Woodland School' programme to primary and secondary schools in Taranaki.	1	Yes
Continue to develop and deliver hands on interactive education experiences through workshops etc. based on amenity horticulture, sustainable garden management and conservation.	1	Yes
Continue to develop the Hollard Centre as a community hub for formal and informal learning experiences to enhance the visitor experience.	1	Yes

**2020 Review comments:**

- The 'Woodland School' programme has now been developed.
- The Hollard Centre is a popular venue for Council educational and lifestyle workshops as well as for the community to use for their own learning experiences.

#### 4A.4 Community and Use

Task	Priority	Achieved
Promote local and wider community support and engagement	Ongoing	Yes
Continue to develop the 'Family Corner' with thoughtful and interactive fixtures to continue to grow the family and community group use.	1	Yes
Maintain links with other Stratford and South Taranaki recreation/tourist providers.	Ongoing	Yes
Facilitate the growth of inspiring and relevant public events and functions.	Ongoing	Yes
Continue to develop the visitor experience, using both formal and informal techniques, to provide engaging information in history, science and gardening.	1-2	Yes
Continue to present garden workshops that inspire, educate and entertain.	1	Yes
Implement the Bernie's Home Garden Management Plan (internal document).	1	Yes

##### 2020 Review comments:

- The Hollard Centre is being appreciated and used by the community.
- Hollard visitor numbers continue to steadily increase.
- The Family Corner is a popular destination for families.
- Garden workshops are reviewed every year so they remain relevant and topical to the Taranaki Community.

#### 4A.5 Physical Access, Facilities and Services

Task	Priority	Achieved
Continue to maintain the characterful pathways in a safe and durable manner that add to the intimacy and intrigue in the 'Old Garden'.	1	Yes
Continue to maintain and develop the built structures in a modest and functional manner to meet all visitor service and maintenance requirements.	1	Yes

**2020 Review comments:**

- The Hollard Centre is an integral part of the visitor experience.

**4A.6 Partnerships and Strategic Alliances**

Task	Priority	Achieved
Continue to be involved in appropriate activities associated with gardens, NZGT, BGANZ, RNZIH etc.	Ongoing	Yes
Continue to be involved in tourism networking Venture Taranaki, SDC, STDC, Qualmark etc.	Ongoing	Yes

**Part B. 2020 programme for 2021 - 2031**

The following section 4B prescribes the major programme for Hollard Gardens over the next ten years period 2021-2031 that is based on maintaining the goals and objectives of the Asset Management Plan 2005.

(Note: refer to the *2005 Concept Development Plan* for development concepts)

Priority 1	1-3 yrs
Priority 2	3-5 yrs
Priority 3	5-10 yrs

(# = could be implemented in partnership with Pukeiti, Tūpare and other regional garden partners)

**4B.1 Collections**

Task	Priority	Achieved
Continue to implement the Hollard Garden Collection Plan 2005.	Ongoing	
Continue to add to and enhance the collection with specific attention to edible ornamentals, Taranaki's rare and endangered species and rare and unusual exotics no longer commercially available.	1	
Continue implementation of the plant labelling system and sympathetic public display labels.	1-2	
Continue to provide collection information to the public through the Hollard Centre and the website.	Ongoing	

**4B.2 Environment, Conservation and Heritage**

Task	Priority	Achieved
Protect the garden character of informality, surprise, discovery, peacefulness, simplicity, richness and diversity.	Ongoing	
Retain, protect and enhance the remnant forest.	Ongoing	

Task	Priority	Achieved
Identify and make accessible the heritage values of the garden and people through innovative interpretation.	1-2	
Continue to develop opportunities that educate and enable experience of environmental, conservational and heritage values of the property.	1-2#	
Utilise sustainable garden management and biological practices that position Hollard Gardens at the forefront of healthy and vibrant public gardens to engage and inspire visitors.	Ongoing	
Continue to implement the Bernie's Home Garden Management Plan (2014).	Ongoing	

#### 4B.3 Information and Education

Task	Priority	Achieved
Continue to develop opportunities through communication, information and interpretation to tell the stories of Hollard Gardens.	Ongoing	
Continue to offer the 'Woodland School' programme to primary and secondary schools in Taranaki.	1	
Continue to develop and deliver hands-on interactive education experiences through workshops etc. based on amenity horticulture, sustainable garden management and conservation.	Ongoing	
Continue to develop the Hollard Centre as a community hub for formal and informal learning experiences to enhance the visitor experience.	Ongoing	

#### 4B.4 Community and Use

Task	Priority	Achieved
Promote local and wider community support and engagement.	Ongoing	
Continue to maintain and develop the 'Family Corner' as a vibrant and engaging destination.	Ongoing	
Maintain links with other Stratford and South Taranaki recreation/tourist providers.	Ongoing	
Facilitate the growth of inspiring and relevant public events and functions.	Ongoing	

Continue to present garden workshops that inspire, educate and entertain.	Ongoing	
Implement the Bernie's Home Garden Management Plan (internal document).	Ongoing	

#### 4B.5 Physical Access, Facilities and Services

Task	Priority	Achieved
Continue to maintain the characterful pathways in a safe and durable manner that add to the intimacy and intrigue in the 'Old Garden'.	Ongoing	
Develop discrete open spaces within the 'New Garden' to provide new passive spaces and reduce the number of labour intensive garden beds	1	
Continue to maintain and develop the built structures in a modest and functional manner to meet all visitor service and maintenance requirements.	Ongoing	

#### 4B.6 Partnerships and Strategic Alliances

Task	Priority	Achieved
Continue to be involved in appropriate activities associated with gardens, NZGT, BGANZ, RNZIH etc.	Ongoing	
Continue to be involved in tourism networking - Venture Taranaki, SDC, STDC, Qualmark etc.	Ongoing	



## 4 Section Four: Asset Management Planning Detail

### 4.1 Summary

For 2021/2031 the Taranaki Regional Council will fund the:

- provision of three regional gardens (Pukeiti, Tūpare and Hollard Gardens) for free use by the regional community,
- encouragement of the increased use of the regional gardens by the community for recreational purposes and for specific events, and build on the collective opportunity of a cluster of world class gardens,
- maintenance of the regional gardens to the levels of service established in the asset management plans for the three properties,
- renewal of structures, access ways and facilities required for the provision of services,
- plant labelling programme in accordance with the collection management plan.

For each group of activities the Council is required to identify the assets or groups of assets required by the group of activities and identify, in relation to those assets or groups of assets, how the local authority will assess and manage the asset management implications of changes to:

- demand for, or consumption of, relevant services,
- service provision levels and standards,
- what additional asset capacity is estimated to be required,
- how the provision of additional asset capacity will be undertaken,
- the estimated costs of the provision of additional asset capacity,
- how the costs of the provision of additional asset capacity will be met,
- how the maintenance, renewal, and replacement of assets will be undertaken,
- how the costs of the maintenance, renewal, and replacement of assets will be met.

Some of this information is discussed in general within this plan with more extensive financial analysis provided in Councils LTP and Annual Plan.

### 4.2 Asset Management Plan Details

The following information has been developed from the office of the Auditor General's criteria for assessing conformity to "core" asset management planning criteria in accordance with the NZ Local Government Act in 2002. The aim of asset management is to maintain, upgrade, and operate physical assets cost-effectively and sustainably. The following information examines key areas of Hollard Gardens' assets and provides a template to manage them effectively to protect the values and policy of this plan.

#### 4.2.1 Asset description

The Council maintains sufficient operational assets to undertake its activities. The operational assets are maintained to sufficient service levels to enable staff to complete their duties efficiently and effectively. The maintenance and replacement of these assets is undertaken on a ten-year programme. All maintenance budgets are included in the operational expenses of the Council. New capital expenditure programmes and replacement capital expenditure programmes are also on a ten-year cycle and are included in the capital expenditure budgets.

All operational assets are depreciated over their useful life. Replacement and new operational assets are funded from retained earnings, being the accumulated depreciation on existing operational assets. Any significant increase in operational assets that could not be funded from retained earnings would be funded by application of the Council's Revenue and Financing Policy (no such expenditure is planned or provided for in this Plan).

The Council has completed an extensive public process of developing and adopting detailed asset management plans for Tūpare, Hollard Gardens and Pukeiti.

Hollard Gardens are recognised as having a garden collection of national importance. The vision for the Hollard Gardens experience is:

"A horticultural oasis – in the very heart of dairy country. A true plantsman's garden and Taranaki showcase. A place to experience the legacy of Bernie Hollard's passion and determination that made him legendary among gardeners and nurserymen alike. Where visitors catch the dramatic views of Mount Taranaki, and enjoy special functions and participate in community events."

The asset management plan seeks to focus and develop Hollard Gardens to realise the vision in a way that:

- preserves and enhances a unique regional plant collection,
- communicates the stories of Bernie and Rose Hollard and the gardens,
- promotes community engagement and support,
- provides a range of visitor facilities and services,
- grows recreational and education experiences through tailored events, programmes, functions and activities.

For further details refer to the Hollard Gardens Fixed Asset Schedule (2020) (Appendix II).

#### 4.2.2 Levels of service

The following levels of service and activities are proposed for the 2021/2031 LTP for Tūpare, Pukeiti and Hollard Gardens. They are developed at a high level and consideration needs to be given to the value gained from the provision of more specific service level for each property. They are consistent for all three gardens.

The primary levels of service for the three regional gardens are as follows:

**Goal** Providing, maintaining and enhancing Hollard Gardens, Tūpare and Pukeiti as regionally significant recreational and heritage amenities.

**Measures:** Provision of free access to the three regionally significant gardens.

**Targets:** Hollard Gardens, Tūpare and Pukeiti are open to the public every day of the year with free access.

**Measures:** Maintenance and enhancement of three regionally significant gardens.

**Targets:** Tūpare, Pukeiti and Hollard Gardens maintained and enhanced in accordance with the provisions of the adopted asset management plans.

**Measures:** Level of use of Pukeiti, Tūpare and Hollard Gardens.

**Targets:** Increase the number of visitors to each property and the number of events at each property.

**Activities:** Plans for Years 2021/2022 to 2031/2032 unless otherwise noted.

Provide regional gardens (Tūpare, Pukeiti and Hollard Gardens) for free general use by the regional community. All gardens are open daily with no opening or closing times.

Encourage the increased use of the regional gardens by the community for recreational purposes and for specific events

Maintain the regional gardens to the levels of service established in the asset management plans for the three properties. Asset management plans reviewed and adopted every three years (2023/2024, 2026/2027 and 2029/2030).

#### 4.2.3 Managing growth

Growth of visitor numbers, and their related requirements and demands on infrastructure and services, are the impacts to be managed in the plan.

The current situation for Hollard Gardens is one of promoting and facilitating growth of visitor numbers and participation levels. For the next three years this will be led by the marketing plan and associated initiatives and should not impact on either the capacity of the current levels of service or the current financial provision for the gardens.

The next review in 2023/2024 should consider any changes in visitor numbers and asset utilization to determine future direction of assets in terms of use, divestment and acquisition.

#### 4.2.4 Asset risk management

Hollard Gardens, Pukeiti and Tūpare freely encourage and promote public access and use of these community assets. They are also valued assets of the Taranaki Regional Council and for many people may be the only interaction they have with the Council.

This situation inherently introduces risk to these environments that the Council needs to be aware of and manage appropriately.

Risk assessment identifies the risks and rates them according to impacts and probability. This assessment then provides guidance for planning and policy. The criteria for the assessment are provided in Appendix 1.

The following pages are an analysis of that risk.

Table 1 Regional Gardens risk summary

Source of risk	Date identified	Date reviewed	Date reviewed	Date reviewed	Risk description: What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	How will risk and controls be monitored?
Asset management	July 2008	July 2014	July 2017	July 2020	Inadequate maintenance of mature trees	<ul style="list-style-type: none"> <li>- Public and Staff Health &amp; safety</li> <li>- Financial loss</li> <li>- Poor council image</li> <li>- Degradation of asset</li> <li>- Loss of amenity value</li> <li>- Maintenance programme improvement</li> </ul>	<ul style="list-style-type: none"> <li>- Curatorial management</li> <li>- Staff and public observation</li> <li>- Maintenance programme</li> </ul>	Very Good	2	3	M	N/A	Staff meeting, maintenance programme, annual audit, Storm inspections.
Asset management	July 2008	July 2014	July 2017	July 2020	Loss of assets through theft, wilful or accidental damage	<ul style="list-style-type: none"> <li>- Operational capability loss</li> <li>- Poor image</li> <li>- Injury to members of public or staff</li> <li>- Adverse media</li> <li>- Loss of amenity value</li> <li>- Loss of function</li> <li>- Cost</li> </ul>	<ul style="list-style-type: none"> <li>- H &amp; S preventative measures</li> <li>- Maintenance programme</li> <li>- Site inspection</li> <li>- Security measures</li> <li>- Public education</li> <li>- Community support</li> <li>- Staff training</li> <li>- Public awareness</li> <li>- Security awareness</li> </ul>	Very good	2	2	L	N/A	Staff meetings, public information, site inspections, security, staff presence.

Source of risk	Date identified	Date reviewed	Date reviewed	Date reviewed	Risk description: What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	How will risk and controls be monitored?
Asset management	July 2008	July 2014	July 2017	July 2020	Inadequate resources or funding	<ul style="list-style-type: none"> <li>- Asset management and development plans not achieved</li> <li>- Corporate goals not met</li> <li>- Poor council image</li> <li>- Degradation of asset</li> <li>- Loss of amenity value</li> </ul>	<ul style="list-style-type: none"> <li>- Management reporting</li> <li>- LTCCP</li> <li>- Annual Plan</li> <li>- Asset Management Plan reviews</li> <li>- Recruiting appropriately qualified staff</li> <li>- Improvements in Asset management planning</li> <li>- Future planning under LTCCP</li> </ul>	Good	3	2	M	N/A	Annual Plan, LTCCP, Budget forecasts, Management meetings, Public involvement.
Asset management	July 2008	July 2014	July 2017	July 2020	Inadequate asset data management, systems design and integration	<ul style="list-style-type: none"> <li>- Poor financial planning capability</li> <li>- Poor data quality and reporting</li> <li>- Insufficient information for decision making</li> <li>- Inadequate assessment and performance monitoring</li> <li>- Loss of amenity value</li> <li>- Loss of function</li> </ul>	<ul style="list-style-type: none"> <li>- Business plan</li> <li>- Management reporting</li> <li>- Management training</li> <li>- AMP improvement programme</li> <li>- Data management systems</li> <li>- Asset assessment programme</li> </ul>	Good	2	3	M	N/A	Asset Management plan, Council financial planning team, management reporting.

Source of risk	Date identified	Date reviewed	Date reviewed	Date reviewed	Risk description: What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	How will risk and controls be monitored?
Asset management	July 2008	July 2014	July 2017	July 2020	Inadequate maintenance of heritage structures and buildings.	<ul style="list-style-type: none"> <li>- Loss of historic value</li> <li>- Financial loss</li> <li>- Poor council image</li> <li>- Degradation of asset</li> <li>- Loss of amenity value</li> <li>- Injury/death to members of the public and staff</li> <li>- Legislative repercussions</li> <li>- Asset Management planning and systems</li> <li>- Maintenance programme improvement</li> </ul>	<ul style="list-style-type: none"> <li>- Curatorial management</li> <li>- Staff and public observation</li> <li>- Maintenance programme</li> <li>- Conservation programme</li> <li>- Values identified</li> <li>- Asset Management Plan</li> <li>- Heritage conservation maintenance</li> <li>- Historic research and rehabilitation</li> <li>- Recognition and understanding by staff of heritage values</li> </ul>	Very Good	2	3	M	N/A	Heritage maintenance programme, Maintenance inspections, Staff and public observation, Annual audit, Storm event inspections.

Source of risk	Date identified	Date reviewed	Date reviewed	Date reviewed	Risk description: What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	How will risk and controls be monitored?
Asset management	July 2008	July 2014	July 2017	July 2020	Inadequate maintenance of other structures and buildings.	<ul style="list-style-type: none"> <li>- Injury/death to members of the public and staff</li> <li>- Poor council image</li> <li>- Legislative repercussions</li> <li>- Asset Management planning and systems</li> <li>- Maintenance programme improvement</li> <li>- Financial loss</li> <li>- Poor council image</li> <li>- Degradation of asset</li> <li>- Loss of amenity value</li> </ul>	<ul style="list-style-type: none"> <li>- Staff and public observation</li> <li>- Asset Management programme</li> <li>- Maintenance and inspection programme</li> <li>- Recognition and understanding by staff of value</li> </ul>	Very Good	5	1	H	N/A	Maintenance inspections, Maintenance programme, Annual audit, Storm event inspections.

Source of risk	Date identified	Date reviewed	Date reviewed	Date reviewed	Risk description: What can happen? How can it happen?	Consequences	Existing controls	Control effectiveness	Consequence	Likelihood	Current risk level	New Controls	How will risk and controls be monitored?
Asset management	July 2008	July 2014	July 2017	July 2020	Inadequate communication and patronage with/from stakeholders	<ul style="list-style-type: none"> <li>- Poor public accountability</li> <li>- Poor council image</li> <li>- Adverse media</li> <li>- Loss of amenity value</li> <li>- Loss of community support</li> <li>- Loss of sponsorship relationships</li> <li>- Failure to meet community objectives</li> <li>- Loss of function</li> </ul>	<ul style="list-style-type: none"> <li>- LTCCP</li> <li>- Annual plan</li> <li>- AMP objectives</li> <li>- Skilled staff resource</li> <li>- Community support</li> <li>- Improved Marketing plan implementation</li> <li>- Public awareness</li> <li>- Market research</li> <li>- Publications and promotions</li> <li>- Establishment of Friends organisation</li> <li>- Staff recruitment, training and resourcing</li> <li>- Professional liaison and community involvement.</li> </ul>	Good	3	2	M	N/A	Asset Management Plan, Plant Collection plan, Market research, Visitor numbers data, Community awareness, Annual plan submissions, Friends feedback.



#### 4.2.5 Risk assessment criteria

##### 4.2.5.1 Risk likelihood

Category	Level	Definition
Almost certain	5	This event is expected to occur in most circumstances e.g. 90% chance
Likely	4	This event will probably occur in most circumstances e.g. 70% chance
Moderate	3	This event should occur at some time e.g. 50% chance
Unlikely	2	This event could occur at some time e.g. 25% chance
Rare	1	This event may occur only in exceptional circumstances .g. 10% chance

##### 4.2.5.2 Risk consequence rating

Factor	Catastrophic	Major	Moderate	Minor	Insignificant
Score	5	4	3	2	1
Financial	Loss =/> \$10 million	Loss \$1-\$10 million	Loss \$250K to \$1 million	Loss \$50K to \$250K	Loss <\$50K
Public & Staff health & safety	Loss of life	Injury with 3 months off work	Injury with 2 weeks off work	Injury with 1 day to 2 weeks off work	No time-off injury
Human Resource (staff turnover)	Permanent staff annual turnover exceeds 30%	Permanent staff annual turnover 20% to 30%	Permanent staff annual turnover 15% to 20%	Permanent staff annual turnover 10% to 20%	Permanent staff annual turnover 0% to 10%
Legal claim cost	Council sued or fined for more than \$10 million.	Council sued or fined for \$1 to \$10 million.	Council sued or fined for \$250K to \$1 million	Council sued or fined for \$50K to \$250K	Council sued or fined for <\$50K

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Factor	Catastrophic	Major	Moderate	Minor	Insignificant
Political	National wide one-week adverse comment	National wide several days adverse comment	Regional wide several days adverse comment	Local one-week adverse comment	Local one-day adverse comment
Image - media	2 weeks multi media national wide	Up to 2 weeks multi media national wide	Several days multi media national wide	2 days multi media national wide	2 days multi media regional wide
Operational (capability & service levels)	Serious loss of operational capability for 4 weeks and serious disruption to service levels.	Serious loss of operational capability for 2-3 weeks and major disruption to service levels.	Serious loss of operational capability for less than 2 weeks and disruption to service levels.	Serious loss of capability in some areas and disruption to service levels.	No loss of operational capability or negative disruption to service levels.

#### 4.2.5.3 Risk matrix

Consequences	Insignificant-1	Minor-2	Moderate-3	Major-4	Catastrophic-5
Likelihood					
Almost certain-5	Medium	High	High	Extreme	Extreme
Likely-4	Medium	Medium	High	High	Extreme
Moderate-3	Low	Medium	High	High	High
Unlikely-2	Low	Low	Medium	Medium	High
Rare-1	Low	Low	Medium	Medium	High

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#### 4.2.5.4 Risk control effectiveness

Category	Score	Definition
Excellent	1	Controls are strong and operating properly, providing a high level of assurance that objectives will be achieved
Very Good	2	Controls are operating properly, providing a reasonable level of assurance that objectives are being achieved
Good	3	Controls operate, providing some assurance that objectives are being achieved
Unsatisfactory	4	Controls are weak and do not provide reasonable assurance that objectives will be achieved
Poor	5	There are little or no controls in evidence

### 4.3 Financial forecasts

The following is an outline of the capital and capital renewals programme for Hollard Gardens. The operational budget is included in the Taranaki Regional Council Annual Plan and the LTCCP (Long Term Council Community Plan).

#### Hollard Gardens capital and development programme 2021-2031

Capital expenditure	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Plant/Equipment renewals	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Garden structures and features renewal	\$7,000 <sup>1</sup>	\$22,000 <sup>3</sup>	\$4,000 <sup>1</sup>			\$7,000 <sup>1</sup>		\$4,000 <sup>1</sup>		
Staff facilities	\$4,000				\$2,000				\$5,000	
Family corner	\$16,000 <sup>2</sup>	\$2,000	\$14,000 <sup>4</sup>	\$4,000			\$10,000			
<b>Total Hollard Gardens</b>	<b>\$47,000</b>	<b>\$44,000</b>	<b>\$38,000</b>	<b>\$24,000</b>	<b>\$24,000</b>	<b>\$27,000</b>	<b>\$47,000</b>	<b>\$24,000</b>	<b>\$25,000</b>	<b>\$20,000</b>

Notes:

1. Replace structures, seating, signs etc.
2. Construct new herb garden hut in Family Corner
3. Build new summerhouse in the Old Garden
4. Build new children's palisade in Family Corner

#### 4.3.1 Lifecycle decision making

Hollard Gardens and Tūpare are entering a consolidation stage in their journey. The focus is new stage in their journey. Pukeiti is in a transformational development stage. The primary focus for Hollard Gardens and Tūpare is consolidation of the developments and to further develop community use and benefit from the garden experience.

Over the next ten years the asset management plan identifies some key objectives supporting the growth in patronage and involvement from local, regional and tourist markets. Further objectives will come from the marketing plan.

The growth in visitors and the corresponding growth in demand for facilities and services will assist in determining any gaps between the current levels of service capability and the desired levels of service. These gaps can be identified, evaluated, prioritised and provided for in future asset management provision and planning.

When growth predictions are more determinable this will also enable more robust forward planning for asset renewal and provision.

#### 4.3.2 Planning assumptions and confidence levels

The Asset Management Plan is based on the following assumptions:

- The Council will continue its current level of commitment to Tūpare, Pukeiti and Hollard Gardens,
- Free public access will continue to be provided to Tūpare, Pukeiti and Hollard Gardens,
- Following the development and upgrade programme all assets are estimated to be in good condition,
- The current levels of service outlined in this plan are applicable,
- The remaining life of assets has been estimated in line with past and current knowledge,
- The confidence level of the asset data is reliable with data based on current and historic records and analysis which is documented but has some shortcomings that rely on unconfirmed information and some estimation,
- All asset data is accurate as at 1 July 2020.

#### 4.3.3 Improvement programme

The following issues require further discussion and consideration for the improvement of the plan by the next review in 2023/2024.

- This is a basic "Core" level Asset Management Plan and Council should determine whether further detailed advancement is appropriate,
- Growth projections and demand patterns for activities should be further developed as visitor numbers increase and marketing and user strategies are implemented by the next review in 2023/2024,
- The replacement costs for assets will be annually upgraded,
- A programme for service level review should be determined and possible service options tested according to customer feedback and market research by 2023/2024,
- If required by the TRC, further development of asset renewals programme development and asset condition analyses to be provided in 2023/2024.

#### 4.3.4 Planning process

The Asset Management Plan has been developed in accordance with Taranaki Regional Council policy and with the financial support of the Council Corporate Services Team. The basis of the financial planning review is the Office of the Auditor General's criteria for assessing conformity to "Core" and "Advanced" level of asset management (New Zealand).

#### 4.3.5 Commitment

The 2017 plan has been approved by the Council and is part of the current LTCCP. The 2020 review will be approved by the Council and implemented as part of annual and long term objectives for Council in the 2021/2031 LTP.



## Appendix I

### Asset and Depreciation Schedule





### Asset and depreciation schedule

Depreciation is fully funded on a straight-line basis, which writes off the value of the assets over their expected remaining lives after allowing for residual values where applicable. The depreciation rates are as follows:

Buildings	5 to 50 yrs	2 to 20%
Motor vehicles	5 yrs	20%
Plant and equipment	2.5 to 25 yrs	4 to 40%
Office furniture and fittings	5 to 10 yrs	10 to 20%
Computer equipment	3 to 5 yrs	20% to 33%

The table below outlines the depreciation and renewal programme for Hollard Gardens' assets.

Executive, Audit & Risk Committee - Asset Management Plans for Hollards Garden and Tupare

<b>Hollards Fixed Assets as at 19 May 2020</b>							<b>Document # 2503954</b>				
<b>Category</b>	<b>Asset #</b>	<b>Asset Description</b>	<b>Cost code</b>	<b>Purchase Date</b>	<b>Projected Yr of Replacement</b>	<b>Cost Price</b>	<b>Depreciation YTD</b>	<b>Depreciation LTD</b>	<b>19-May-20 Book Value</b>	<b>Dep Method</b>	<b>Dep Rate</b>
BLDG	818	Hollards Garden Visitor Centre	30 07 03	30-Nov-13		567,875.85	10,648.00	91,098.00	476,777.85	FLAT	2.5
BLDG	2951	Hollards Skyline Garage	30 07 03	30-Jun-19		21,284.48	399.00	443.00	20,841.48	FLAT	2.5
BLDG	290	Building Additions per Asset Mgmt Plan - Hollards	30 07 03	28-Feb-09		401,030.27	7,519.00	111,956.00	289,074.27	FLAT	2.5
BLDG	2829	Hollards Garden Structures (Including Berry House) (2018)	30 07 03	30-Jun-18		48,329.86	906.00	2,215.00	46,114.86	FLAT	2.5
BLDG	2691	Hollard's Garden Gazebo	30 07 03	30-Jun-17		1,574.50	30.00	111.00	1,463.50	FLAT	2.5
BLDG	2690	Hollard's Pavillion Roof	30 07 03	30-Jun-17		22,690.30	425.00	1,606.00	21,084.30	FLAT	2.5
BLDG	2689	Hollard's Family Corner	30 07 03	30-Jun-17		7,565.88	142.00	536.00	7,029.88	FLAT	2.5
BLDG	2574	Hollards Service Area Alterations	30 07 03	30-May-16		2,763.40	52.00	271.00	2,492.40	FLAT	2.5
BLDG	2505	GAZEBO	30 07 03	30-Jun-02		7,385.00	222.00	5,236.00	2,149.00	FLAT	4
BLDG	2504	CARPORT	30 07 03	30-Jun-02		4,451.00	134.00	3,163.00	1,288.00	FLAT	4
BLDG	2503	PUMP SHED	30 07 03	30-Jun-02		202.00	5.00	137.00	65.00	FLAT	3.65
BLDG	2498	SHELTER (SUMMER HOUSE)	30 07 03	30-Jun-02		809.00	19.00	442.00	367.00	FLAT	3.13
BLDG	2497	AMENITY BLOCK	30 07 03	30-Jun-02		19,222.00	451.00	10,680.00	8,542.00	FLAT	3.13
						<b>1,105,183.54</b>	<b>20,952.00</b>	<b>227,894.00</b>	<b>877,289.54</b>		
INTA	293	BG Base Software V6.4 (50%) Hollards	30 07 03	28-Feb-09		9,345.37	0.00	9,345.37	0.00	FLAT	20
						<b>9,345.37</b>	<b>0.00</b>	<b>9,345.37</b>	<b>0.00</b>		
LAND	2111	Hollards	30 07 03	30-Jun-02		101,293.00	0.00	0.00	101,293.00	FLAT	0
						<b>101,293.00</b>	<b>0.00</b>	<b>0.00</b>	<b>101,293.00</b>		
MV	2624	2016 Toyota Hi Lux Utility Manual JZN191 Vhl 510	30 07 03	17-Oct-16		40,187.75	6,029.00	29,337.00	10,850.75	FLAT	20
MV	254	Commerical trailer & rubbish crate	30 07 03	02-Oct-08		3,052.44	0.00	3,052.44	0.00	FLAT	20
MV	2104	TRAILER	30 07 03	30-Jun-02		750.00	0.00	750.00	0.00	FLAT	20
						<b>43,990.19</b>	<b>6,029.00</b>	<b>33,139.44</b>	<b>10,850.75</b>		
OFF	1932	DISHWATER - DISHLEX	30 07 03	30-Jun-02		600.00	0.00	600.00	0.00	FLAT	14.29
OFF	1923	FRIDGE-FRIDGIDAIRE	30 07 03	30-Jun-02		500.00	0.00	500.00	0.00	FLAT	12.5
						<b>1,100.00</b>	<b>0.00</b>	<b>1,100.00</b>	<b>0.00</b>		

Executive, Audit & Risk Committee - Asset Management Plans for Hollards Garden and Tupare

PLT	1045	LARGE STONE CARVING	30 07 03	30-Jun-02		10,000.00	187.00	4,439.00	5,561.00	FLAT	2.5
PLT	965	Hollards Wayfinding Interpretation (2015)	30 07 03	30-Jun-15		4,644.90	697.00	4,490.00	154.90	FLAT	20
PLT	915	Plan Trolleys	30 07 03	29-Oct-14		1,306.00	88.00	1,306.00	0.00	FLAT	20
PLT	786	Hollards Playground	30 07 03	30-Jun-13		27,587.59	2,454.59	27,587.59	0.00	FLAT	20
PLT	671	Bernies Home Garden Upgrade	30 07 03	30-Jun-12		10,495.99	0.00	10,495.99	0.00	FLAT	20
PLT	556	Timber for 6 Wooden Tables	30 07 03	21-Jun-11		782.16	0.00	782.16	0.00	FLAT	20
PLT	551	Garden Improvements Hollards gardens	30 07 03	31-May-11		2,466.70	0.00	2,466.70	0.00	FLAT	20
PLT	550	Stihl MS270 Chainsaw	30 07 03	09-Jun-11		956.52	0.00	956.52	0.00	FLAT	20
PLT	445	Petrol Hedge Trimmer	30 07 03	08-Dec-10		1,126.09	0.00	1,126.09	0.00	FLAT	20
PLT	314	Signage for Plants	30 07 03	30-Jun-09		6,855.00	0.00	6,855.00	0.00	FLAT	20
PLT	307	Signage for Hollards	30 07 03	30-Apr-09		2,400.00	0.00	2,400.00	0.00	FLAT	20
PLT	2971	Hollards Signage (2019)	30 07 03	30-Jun-19		8,422.46	1,264.00	1,404.00	7,018.46	FLAT	20
PLT	2944	Kubota Mower BX2380/54 Hollards"	30 07 03	16-May-19		21,000.01	3,150.00	3,500.00	17,500.01	FLAT	20
PLT	2938	RB200 Petrol Water Blaster	30 07 03	22-May-19		896.09	134.00	164.00	732.09	FLAT	20
PLT	292	Signage & Interpretation (AMP) Hollards	30 07 03	28-Feb-09		115,881.38	0.00	115,881.38	0.00	FLAT	20
PLT	291	Garden Structural Restoration (AMP) Hollards	30 07 03	28-Feb-09		34,291.31	1,029.00	15,321.00	18,970.31	FLAT	4
PLT	2904	President 3500 Petrol Lawnmower - Hollards	30 07 03	18-Dec-18		825.22	124.00	220.00	605.22	FLAT	20
PLT	2897	MS261 C-MZ Petrol Chainsaw - Hollards	30 07 03	30-Oct-18		1,040.02	156.00	295.00	745.02	FLAT	20
PLT	2896	HT75 Petrol Pole Pruner	30 07 03	30-Oct-18		1,526.95	229.00	433.00	1,093.95	FLAT	20
PLT	2894	MS201 TC-M Petrol Pro Chainsaw - Hollards	30 07 03	30-Oct-18		1,186.08	178.00	336.00	850.08	FLAT	20
PLT	2831	Hollards Gardens Solar Power System	30 07 03	30-Jun-18		13,418.81	2,013.00	4,921.00	8,497.81	FLAT	20
PLT	2703	Staff Fridge	30 07 03	30-Jun-17		955.65	143.00	541.00	414.65	FLAT	20
PLT	2661	Stihl Hedgetrimmer HS 46 Serial 501208470	30 07 03	16-Feb-17		796.09	119.00	503.00	293.09	FLAT	20
PLT	2589	Hollard Visitor Technologies	30 07 03	30-May-16		4,573.77	686.00	3,583.00	990.77	FLAT	20
PLT	2588	Hollards Signage & Interpretation	30 07 03	30-May-16		11,981.88	1,797.00	9,384.00	2,597.88	FLAT	20
PLT	2586	Hollards Visitor Centre Fitout (including Fire)	30 07 03	30-May-16		15,449.17	2,317.00	12,102.00	3,347.17	FLAT	20
PLT	1655	Waterblaster Honda 5.5 HP	30 07 03	04-Oct-02		1,773.00	0.00	1,773.00	0.00	FLAT	20
PLT	1653	ROVER PREMIER MOWER	30 07 03	29-Nov-04		710.00	0.00	710.00	0.00	FLAT	20
PLT	1652	CHAINSAW TRIMMER	30 07 03	28-Jul-03		2,584.00	0.00	2,584.00	0.00	FLAT	20
PLT	1651	MULCHER-HONDA BIO 150 9HSP	30 07 03	30-Jun-02		1,300.00	0.00	1,300.00	0.00	FLAT	20
PLT	1148	NEPTUNE 3000 SERIES STOVE	30 07 03	18-Oct-02		738.00	0.00	738.00	0.00	FLAT	10
						<b>307,970.84</b>	<b>16,765.59</b>	<b>238,598.43</b>	<b>69,372.41</b>		
		<b>TOTAL FIXED ASSETS (EXCLUDING WIP) AS AT 19 May 2020</b>				<b>1,568,882.94</b>	<b>43,746.59</b>	<b>510,077.24</b>	<b>1,058,805.70</b>		

## Appendix II

### Hollard Gardens Plant Collection Plan 2021



## Hollard Gardens Plant Collection Plan 2021

### Introduction

Hollard Gardens is a plant collector's dream. It reflects the passion and excitement of an avid plant collector, Bernie Hollard, ably assisted by his wife Rose. It is not a true botanical plant collection, as it has not had a conscious collection focus. Rather, it has been landscaped and planted according to the personal vision of Bernie Hollard.

This plan has the task of identifying what makes Hollard Gardens' plant collection special and exciting. The plan aims to encapsulate, protect and enhance Bernie Hollard's vision for the collection, to enable the continued sustainability, intimacy, beauty, plant innovation, informality and vigour that the gardens are well known for.

The garden itself has been described as a "plant zoo", as it is an eclectic range of plants with no formal theme or structure to the collection planted over the era of the Bernie and Rose Hollard dating from 1927. Maintaining this character and composition is the challenge of the Manager/Head Gardener using this plan as the guiding document.

The Gardens have also been described as a "living heritage" garden. Although perhaps by default, it is an important example of plants introduced to the nursery industry, particularly in Taranaki, over the period of the gardens' development.

It is worth preserving this "living heritage" collection as its unique identity not only lies in the plants themselves, but also in the stories they tell through their provenance, and through Bernie Hollard's association with the evolving New Zealand Nursery industry of the time.

This Collection Plan outlines policy for the practical collection management of the gardens. The plan focuses on maintenance and enhancement of the collection's integrity.

It defines objectives and the scope of the collections. It also helps determine how the collection is to be managed and records maintained.

The Collection Plan should be read in conjunction with the Hollard Asset Management Plan 2005 (and subsequent revisions), which outlines issues of management, maintenance, and development.

This plan is a practical and dynamic document and as such should be reviewed on a three yearly basis to ensure the Hollard Gardens Collection Plan objectives are meeting Bernie Hollard's vision, and that the policy provided is achieving its purpose.

This is the fourth review undertaken since the first 2005 Collection Plan with no significant changes to purpose, policy or objectives.

### The Hollard Gardens Collection

Hollard Gardens' plant collections reflect the passion of Bernie Hollard. The gardens are an eclectic mix of temperate zone plants consistent with Bernie Hollard's philosophy. The garden is a fine heritage collection that represents a vast array of cultivated plants from Bernie's network of friends and the nursery industry. This was not a conscious objective of Bernie Hollard but a result from his efforts that has evolved over time.

Today the gardens have a fine range of perennials, trees and shrubs, some of which were raised by Bernie Hollard, and others that have been more recently added to the garden collection. It also offers areas of remnant New Zealand native cool temperate bush that provide the mature framework for much of the garden.

### Collection objectives

1. To maintain, conserve, protect and enhance the living heritage plant collection of Bernie Hollard,
2. To provide a collection of temperate zone trees, shrubs and perennials that display the qualities of innovative selection of Bernie Hollard,
3. To provide a garden that is maintained and developed as a quality horticultural experience in a healthy, sustainable and attractive manner according to best horticulture amenity management practices,
4. To grow and display a diversity of plants that collectively provide all year interest and excitement, and that attract new regional audiences,
5. To manage the Hollard Gardens' collection to enhance the horticultural education experience of Taranaki and visitors,
6. To educate the public about how food can be sourced from edible ornamental plants,
7. To educate the public about the benefits of gardening and growing their own food.

### Collection descriptions

Hollard Gardens has a rich variety of trees, shrubs and perennials that are suitable to the climate and general environment. These collections focus on plants that perform well in the woodland environment.

Bernie Hollard's favourite plant was the rhododendron and the gardens have a broad range of mainly hybrids from the 1950s to the present day that perform well in the local environment. They are the dominant plant throughout the gardens but do not have a specific collection theme.

Camellias and azaleas were also favourites and hybrids of these are also well represented throughout the gardens.

There are many small plant groups such as perennials, fuchsias, conifers, edibles, rare and unusual New Zealand natives, and other flora that reflect anything that Bernie Hollard liked and performed to his satisfaction.

Bernie Hollard also bred or selected a number of plants some of which are now well known in the market. These include:

- *Acanthus mollis* "Hollard's Lemon" (or "Hollard's Gold")
- *Arthropodium cirrhatum* "Hollard's Pink"
- *Camellia* "Rose Hollard"
- *Camellia saluensis* "Young Bernie"
- *Dierama pulcherimum* "Bernie's Plum"
- *Hebe townsonii* x *diosmifolia* "Bernie Hollard"
- *Magnolia mollicomata* "Bernie Hollard"
- *Melicope ternata* "Pink Delight"
- *Rhododendron* hybrids "Bernie Hollard", "Bernie's Kiev", Hollard's No 12, 9, 7 and 5, "Hollard's Red", "Kaponga", "Milton Hollard", "Rose Hollard" and "Thoron Hollard".

### Garden collection character

The gardens are informal and very intimate in nature. In simple terms the garden reflects Bernie Hollard's preferred plants placed where he thought they might do their best.



The result of Bernie Hollard's preferences is the display of his heritage collection of plants in a healthy, vibrant, rich and diverse garden, with a blend of layers, textures and colour reflective of a woodland garden.

#### Policy recommendations

1. The plant composition developed by Bernie Hollard is maintained as far as practical,
2. Garden design reflects the informal character of the gardens and is consistent with Bernie's style of natural composition where each plant is displayed to best effect.
3. The woodland character of the gardens must not be compromised by the unnecessary removal of bush and specimen framework trees,
4. The developed garden is restricted to the area that currently exists, protecting the bush remnant from future development,
5. New plants are introduced that reflect plants originally collected by Bernie Hollard.

#### Collection management and development

Hollard Gardens has the objective of maintaining the vision of Bernie Hollard through the protection of its informal nature and growing the general plant compositions of the past. It also needs to maintain the excitement and sense of discovery that Bernie was so enthusiastic about.

#### Accessions

Whilst Hollard Gardens is generally well established there is the continued need to keep the gardens vital and to adapt to an evolving garden environment. This requires the addition of new plants both as replacements and new additions to the garden.

Hollard Gardens continues to work closely with Tūpare and Pukeiti to introduce plants from these gardens that may grow better in the Hollard Gardens environment as long as they fit within the collection focus of plants that Bernie grew in his lifetime.

#### Policy recommendations

1. Accession records are consistent with International Plant Database conventions,
2. New, rare and exciting plants that reflect Bernie Hollard's preferences are the priority for addition to the garden collection,
3. Plant selection from sports or seedlings raised at Hollard Gardens continue to be trailed and where suitable added to the collection,
4. Rhododendron hybrids preferred by Bernie Hollard continue to be added as a garden focus but maintained to the general plant composition levels that he developed,
5. In the New Zealand plant garden collections, priority is given to those that are rare and /or of unusual character,
6. Edible plants are added to the collection to enhance and build upon existing examples,
7. Hollard Gardens is a recipient of disseminated plant material from other sources where the plant is appropriate to the Collection Policy and the Hollard Gardens environment,
8. A formal link with Pukeiti and Tūpare is maintained as Taranaki regional network for plant dissemination.
9. Climate change and likely future conditions are taken into account with all new plant purchases

## Deaccessions

The nature of any garden is the evolution of its plants. Some may have a limited life, some may prove not suitable for a variety of reasons, and others may fall to pest disease or other factors.

## Policy Recommendations

1. If it is valuable to the collection, propagation material is recovered to ensure the on-going sustainability of that plant in the collection.
2. Plants may be removed from the garden collection under the following criteria:
  - There are plants of the same type in the collection,
  - The plant is of no particular significance,
  - Changes in the collection policy,
  - Severe plant damage,
  - The plant is diseased or infected by pests beyond recovery and/or a risk to other plants,
  - The plant is proving the potential as a weed pest,
  - The plant is not performing to its potential in the Hollard Gardens environment,
  - The plant poses public safety concerns,
  - The plant is adversely affecting built structures, causing other damage or shading,
  - The plant is sustaining continual damage or disease which is likely to get worse with climate change.
3. It is worthwhile noting that, although the process of removing a plant from the collection is known as deaccessioning, the plant is never removed from the database. The record remains with its fate noted.

## Collection conservation

Conserving the garden collection is an ongoing management issue that involves all aspects of plant husbandry and garden management. For Hollard Gardens, this relates to protecting the vision of Bernie Hollard and the plants of historic and specimen interest, many of which are no longer available in the nursery trade. This can be achieved through good practices that include propagation, plant replacement planning, and dissemination of plant material.

## Plant Propagation and Breeding

The purpose of Hollard Gardens' propagation programme is for the sustaining of its collections, as much of the collection is uncommon and no longer available. It is therefore important not only to produce plant replacements of this rare material but also to ensure its original provenance is represented and sustained. The propagation is organised around the plant replacement programme (see below).

Although some of the vegetative propagation can be done onsite any specialist or difficult propagation should be contracted out or undertaken at Pukeiti.

Plant breeding is not undertaken, but in the spirit of Bernie Hollard any sports or seedlings arising from the property showing potential domestic garden values and do not pose a threat to biosecurity are grown on for assessment.

## Policy recommendations

1. Plants bred or introduced by Bernie Hollard are propagated from the original plantings for future replacement and/or further addition to the garden (where possible)

2. Propagation is undertaken for plant material planted in Bernie Hollard's era to maintain and protect its plant provenance
3. Plant selection from sports or seedlings from the property continues and where proven successful, are produced for the market and include "Hollard" in its name

### Dissemination

Bernie Hollard, as any good plantsman, was always keen on plant exchanges and distribution with plants people, for the purposes of conserving the plant in garden culture within New Zealand. He also bred and selected plants that he later introduced to the nursery industry.

This protects the plants from being lost in the garden and enables the best growing environment to be found that can sustain it in the future.

### Policy recommendations

1. Any plant that is of collection value and is not performing in the Hollard Gardens environment as expected is, wherever possible, transferred to another suitable grower/institution to grow,
2. Growers and/or institutions that are provided with plant material must be first recognised of having the environment, facilities, knowledge and capabilities of successfully growing the plant material,
3. Hollard Gardens acts as a recipient of such disseminated plant material from other sources where the plant is appropriate to the Collection Policy and the Hollard Gardens environment,
4. A formal link with Tūpare and Pukeiti should be maintained as a Taranaki regional network for plant dissemination.

### Plant Replacement Programme

The plant replacement programme for Hollard Gardens is required to assist in sustaining the garden collection integrity in terms of the plantings undertaken by Bernie Hollard.

The main aim is to ensure the continued representation of the Key Garden Collection Plants (Signature plants);

- *Plants bred/selected by Bernie Hollard (original provenance),*
- *Plants in the Hollard collection and no longer available in the market,*
- *Rare and endangered plants in the Hollard Collection,*
- *Plants with some historic or personal interest to Hollard Gardens.*

Replacement planning also involves revitalisation as, although some plants may live for a long period, they perform best over a shorter time period and should be replaced to provide for best garden performance where possible.

Hollard Gardens is constantly changing with, in particular, shade and space proving very dynamic. Continued husbandry and evolution of the garden may require plants to be relocated for best performance or new plants added which are more suited to the changing environment. There is also the risk of suddenly losing a plant for unexpected occurrences (e.g. snow damage). For this reason it is important to maintain more than one of each key garden collection plant in the gardens and to plan for this provision.

Careful forward planning is required to ensure the ongoing sustainability of the plants in the collection. This planning needs to be formal and linked to the computer collection database.

### Policy Recommendations

1. All Key Garden Collection plants are accorded a replacement programme that identifies propagation and replanting timetables,

2. The plant replacement programme is determined by the two key factors of sustaining important plants in the collection and, where applicable, maximising its performance potential over a given time,
3. For the general tree and shrub collections of plants not readily available in the New Zealand nursery trade, there is a minimum of two plants in the garden collections at any one time, preferably in different locations.

## Collection records management

For both historical and botanical benefits it is important to have accurate records of Bernie Hollard's garden collections. As many of the plants are no longer available, it is important to capture and manage information on them.

Hollard Gardens has adopted the Iris BG plant collection database. All information is recorded using the Iris BG database for botanical collection management enabling future benefit for education and institutional partnerships.

### Database

The IrisBG plant database has been adopted for Tūpare, Pukeiti and Hollard Gardens. IrisBG is a database application designed to manage information on biological (primarily botanical) collections. It is used in a wide variety of botanic gardens, arboreta, herbaria, zoos, universities, and similar institutions needing to document their collections as well as to maintain other biological information.

A current priority is to continue to verify the provenance of the heritage plants and to have this information recorded on the database.

The database is populated with verified plant collection records. Ensuring accurate plant verification is very important particularly with the limited information that exists in the form of Bernie Hollard's notes and plant references. In the early 1980s Massey University prepared a partial collection record which is also referenced. More recently garden notes have been recorded informally.

The requirements of Hollard Gardens are for historical reference and plant nomenclature. Information on plant husbandry (an important management tool for Hollard Gardens) is being added to the database. The database is now publicly accessible.

### Policy recommendations

1. Use the IrisBG Database to maintain accurate digital records of all key garden collection plants within the gardens,
2. Maintain up to date plant collection data to develop a collection catalogue as a base for future collection development,
3. As soon as a plant is planted it is accorded an accession reference number and added to the plant database,
4. Provide photographs, husbandry information or gardeners' notes where possible for public and management information purposes,
5. Regularly update records.

## Collection information management

Accessibility to the Hollard Gardens garden collection information is essential to the visitor (virtual or physical) experience. The information should be managed to fulfil the varying levels of need from the public and garden management. There is no one solution that will suit all purposes and a variety of media and communications need to be provided where possible.

### Public access to collection information

Public access to information is critical to grow their interest and understanding and to increase the educational value offered by Hollard Gardens. It is useful for the public to have access to the digital plant database information both on-site and off-site and this is achieved via the Bernie's Plant Register website. Collection information is provided using a simple search function with categories and supporting information including:

1. Botanical name
2. Common name
3. Family
4. Country of collection
5. Location in garden
6. Husbandry notes
7. History
8. How the public may source examples

Onsite, garden visitors have access to the Bernie's Plant Register website via a computer terminal in the Hollard Centre or on their own device while in the garden.

Offsite, Bernie's Plant Register website and social media will provide the most significant connection to the garden for the Taranaki community and beyond. It is anticipated that virtual visitor numbers will translate to actual, physical visitors to the gardens.

The majority of visitors to the gardens are more interested in what they see and experience rather than detailed collection information. Means such as interpretative signage and printed materials should be provided to meet these needs.

Printed material useable on site will be provided to feature activities such as theme walks, specific collections (including edibles), seasonal feature walks, scavenger hunts, discovery walks, and nature walks. Interpretative signage could be provided that tells the stories of Bernie Hollard and his garden collection, specific specimen information on use/history, and to feature any rare and unusual plants.

### Policy recommendations

1. Collection information is provided both onsite and offsite to promote public interest and understanding of Hollard Gardens and the wealth and interest of its plant collections,
2. Onsite information shall include but not be limited to: Interpretative and plant name signage, printed information, access to Bernie's Plant Register website on the computer in the Hollard Centre or via the visitors smartphones while in the garden,
3. Offsite information shall include but not be limited to: Hollard Gardens website (including general information and link to Bernie's Plant Register), brochures and other publications.

### Plant labelling

Plant labelling is an essential part of promoting interest and engaging the visitor. It is required on three levels:

- *individual plant labels*
- *interpretative labels*
- *collection reference labels*

All naming of plants and display of their names should be in line with international botanical standards of plant nomenclature.

### Individual labels

Individual specimen label for trees or shrubs of particular interest identifies aspects of the core information, such as: botanical name, genus/family, country of origin, common name and collection reference, and/or tell a unique story about the specimen and its relationship to Hollard Gardens.

These labels need to be durable in the Hollard Gardens environment, styled with the Hollard Gardens branding and character, easily maintained, cost effective and of suitable but limited range of sizes so the visitor can easily see them. They can be pegged in the ground or, only where appropriate, attached to the tree.

The main use for these signs is for key garden collection plants, specimens, and particular plants of display interest.

### Interpretative plant collection signs

Interpretative signage may be used for groups or beds of plants, or areas of the garden. These signs may identify the commonality of the plants or themes whether this is the environment, origin, species/genera, ecosystem, Hollard story or some other Hollard Garden context. The plants or garden area may not require individual identification although this may be possible expressed graphically where practical.

These signs should be pegged to the ground or displayed on appropriate sign stands and styled with Hollard Gardens branding and character.

### Collection accession tags

Thirdly is the labelling or tagging for collection management purposes. These are unobtrusive accession tag labels required for reference only not generally for public information although if suitable could provide for both. These labels are embossed aluminium as this is proven durable. These tags can be tied to the plant itself or attached to the back of the display labels.

These tags require botanical name and accession number.

### Policy recommendations

1. Move toward having all garden plants listed in the database labelled with accession tags,
2. Key garden collection plants, tree specimens and special plants of display interest are individually labelled,
3. Interpretative signage is provided for plantings that are of primary display value, with themes of visitor interest and education,
4. All plant labels are consistent with Hollard Gardens branding and character.

## Glossary of botanical terms

<b>Accessions</b>	additions of plants to the plant collections
<b>Cultivars</b>	distinct and selected forms of the species maintained only through vegetative propagation
<b>Deaccessions</b>	removal of plants from the plant collections
<b>Dissemination</b>	distribution/sharing of plant material to other gardens
<b>Genera</b>	a cluster of plants with common characteristics that are easily recognized (typically flower structure)
<b>Hybrids</b>	plants bred from two or more species or varieties
<b>Nomenclature</b>	botanical classification for naming of organisms
<b>Provenance</b>	the origin / source of the plants (botanical and/or historical)
<b>Species</b>	naturally occurring forms of the genera
<b>Taxa</b>	for the purposes of this report, taxa encompasses all members of the plant kingdom.
<b>Varieties</b>	naturally occurring forms of the species

## Appendix III

### TRC Gardens Climate Change Charter





## TRC Gardens Climate Change Charter

Climate change is the biggest environmental challenge of our time. It is already affecting our climate, agriculture, native ecosystems, infrastructure, health and biosecurity. If left unchecked it will have broad social and economic impacts. We cannot afford to ignore what is happening in New Zealand and globally.

At the Regional Gardens we have been changing how we manage the respective gardens primarily because of changing weather patterns but also because of the increase concerns about wider plant conservation and the increasing awareness of our regional community.

In terms of our responsibility as botanical curators the Council has joined the 'Climate Change Alliance of Botanic Gardens Charter'.

## Climate Change Alliance of Botanic Gardens Charter

In December 2018, Royal Botanic Gardens Victoria hosted the inaugural Botanic Gardens Climate Change Summit.

Ten botanical organisations from around the world, as well as three peak botanic gardens bodies – Botanic Gardens Conservation International, the International Association of Botanic Gardens and Botanic Gardens Australia and New Zealand – attended the summit. There were representatives from Argentina, China, Spain, United Kingdom, Israel, USA, South Africa and Australia.

The outcome of the summit was the formation of the Climate Change Alliance of Botanic Gardens. The Alliance aims to use global collaboration to tackle the climate change threats facing plant species.

The co-creators of this Alliance signed a declaration to safeguard life by protecting landscapes. They agreed that **the time for action is now**.

In the next 50 years, 20–50% of current plant species in botanic gardens and urban landscapes will likely confront temperatures those species have never experienced before.

Dr Dave Kendal, Senior Lecturer in Environmental Management, University of Tasmania

### Purpose of the Alliance

To grow and sustain a global movement of botanic organisations that take action to protect and enable adaptation of botanical landscapes in a changing climate.

### Principles and Values

Our principles are adopted from *Living Systems* that are interconnected with the landscapes and plant communities for which we are stewards.

- Self-organisation around a shared purpose
- Recruit for and celebrate diversity
- Maintain momentum and energy flows
- Nurture relationships
- Plan for resilience and adaptability

### Objectives

- Safeguard and steward resilient botanic gardens for the benefit of people and the planet
- Share knowledge and expertise to assist botanic organisations and governing bodies to make informed decisions about climate change adaptation
- Provide a credible and authoritative voice in the world's response to climate change with respect to botanic gardens and plants

- Engage our communities in how climate change is impacting our collections and landscapes, and empower them to act in their own garden
- Provide professional development opportunities in botanic garden and landscape management in response to climate change.

## Taranaki Regional Council Gardens response to climate change

At Pukeiti, Tūpare and Hollard Gardens we are taking climate change seriously, both in terms of adapting to the changing climate and taking all practical steps to minimise our impact. The Taranaki Regional Council Gardens are part of the above Climate Change Alliance of Botanic Gardens.

### Goal

A quality garden and rainforest experience

### Objective

To maintain Pukeiti, Tūpare and Hollard Gardens as quality garden and rainforest experiences while minimising the carbon footprint and adapting to climate change

### Principles

#### Awareness

- Understanding changing weather patterns
- Understanding the concerns of the community
- Understanding the need for change

#### Good stewardship

- Changing the plants we grow
- Applying horticulture best practice to a range of activities including soil management
- Building a robust infrastructure
- Ensuring a secure water supply

#### Adaptable and open to learn

- Networking with other botanic gardens
- Learning from observation
- Adapting to continually present a relevant and vibrant garden experience
- Changing how we work to reduce our carbon footprint

### Objective

To inspire others to minimise their own garden carbon footprint and adapt to climate change

### Principles

#### Sharing what we're doing with our community through

- public events programme
- casual interactions and conversations
- onsite interpretation
- leading by example

### Sharing what we're doing through our schools programme

- continue to adapt our education programme

### Objective

- To protect our plant collection from the effects of climate change

### Principles

- climate change is taken into account with all new plantings and plant purchases
- achieve and maintain pest eradication
- maintain active involvement in endangered native and exotic plant conservation

### Objective

To protect infrastructure from the effects of climate change and keep our environmental footprint to a minimum

### Principles

- Continue to use strategies to minimise water use and waste generation
- Ensure services continue to be reliable and efficient whilst reducing the operational carbon footprint
- Plan for resilience and adaptability
- Ensure we maintain good water supply security
- Ensure robust infrastructure to withstand severe weather

### References

[https://www.rbg.vic.gov.au/documents/Climate\\_Change\\_Alliance\\_of\\_Botanic\\_Gardens\\_Charter\\_web.pdf](https://www.rbg.vic.gov.au/documents/Climate_Change_Alliance_of_Botanic_Gardens_Charter_web.pdf)



**Date:** 19 October 2020

**Subject:** **Regional Software Holdings Ltd Annual Report for the year ended 30 June 2020**

**Approved by:** M J Nield, Director-Corporate Services  
S J Ruru, Chief Executive

**Document:** 2601390

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### **Purpose**

1. The purpose of this memorandum is to receive and consider *Regional Software Holdings Ltd's Annual Report* for the year ended 30 June 2020.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives *Regional Software Holdings Ltd's Annual Report* for the year ended 30 June 2020.

### **Background**

2. Regional Software Holdings Ltd is a Council-Controlled Organisation of six regional councils (Northland, Waikato, Taranaki, Horizons, West Coast and Southland). The Council has a 15.5% shareholding in Regional Software Holdings Ltd.
3. Regional Software Holdings Ltd is responsible for maintaining and developing the IRIS (Integrated Regional Information System) software product. It also markets the solution to other regional councils.
4. Attached is the *2019/2020 Annual Report* for Regional Software Holdings Ltd (RSHL).

### **Discussion**

5. RSHL is a major shared services undertaking by the Northland, Waikato, Taranaki, Horizons, West Coast and Southland regional councils. Hawke's Bay Regional Council is also a customer of Regional Software Holdings Ltd. It is responsible for the long-term maintenance and development of the Integrated Regional Information System (IRIS) product as developed for and by the shareholding councils. Over the last few years, the six regional councils have developed a leading edge software solution (IRIS) for the regional council specific functions undertaken by those councils. The development project has been a remarkable success.

6. RSHL also operates the Regional Council Collaboration (ReCoCo) programme on behalf of the regional sector. ReCoCo provides resources to support the Sector Special Interest Group Network in delivering projects.
7. This was a year of accelerated growth and development for Regional Software Holdings Ltd.
8. For the IRIS product, the focus was on consolidation. Four releases of new functionality were delivered over the year with a total of 6 major enhancements and 16 minor enhancements. The focus during 2019/2020 was on rolling out a new and improved mapping interface, along with technical changes that have resulted in significant performance improvements for users.
9. As noted in previous annual reports, there is a need to undertake a reinvestment in the IRIS solution to ensure the underlying technology remains current and fit for purpose. RSHL has identified development of the roadmap for the next generation of IRIS (IRIS Next Generation) as a key strategic priority. Significant steps towards this goal were taken in 2019/2020.
10. This initiative is called IRIS Next Generation. The scope of the work includes selection of a software vendor and partner to deliver the software solution. In conjunction with this, RSHL intends to lead the development of consistent good practice processes for the regional council sector. This approach builds on a key lesson learnt from the IRIS programme, that having councils agree on consistent good practice processes significantly reduces the cost of developing and operating IRIS software. The intention is that IRIS NextGen will be cloud based with better online and mobile features. IRIS NextGen will be more efficient for staff and customers.
11. In 2019/2020, RSHL worked with 10 councils to short-list potential partners to deliver IRIS NextGen. RSHL has commenced a formal Request for Proposal process to identify a future partner and solution. Twelve councils are participating in this process. It is intended for IRIS NextGen to be a sector-wide initiative. RSHL's strategic priorities for IRIS NextGen are:
  - To complete the RFP to find a new solution and partner
  - To obtain the necessary buy-in from sector leaders for the development of consistent good practice process
  - To attract new councils to the IRIS Programme and engage them in the development of good practice.
  - To develop consistent good practice process for the sector, including a governance framework.
12. Regional Software Holdings Ltd's philosophy is only to develop software, which is necessary to deliver a complete solution. With IRIS NextGen, it is expected that commercial software will be a greater proportion of the solution than is the case with IRIS. RSHL is also aware of the need to create a transition plan for existing IRIS councils from IRIS to IRIS NextGen. It will also be necessary to develop long-term financial projections for Regional Software Holdings Ltd and consider the appropriate future structure for the company.
13. As previously noted, Regional Software Holdings Ltd is working with the regional council sector to roll out the ReCoCo initiative. There is a focus in the sector on collaboration, development of shared services and more use of Council Controlled Organisations. RSHL and its shareholding councils are aligned with this direction.

14. ReCoCo facilitates unitary and regional councils entering collaborative initiatives where there are overlapping or shared objectives, covering areas of common interest or joint responsibility. Regional Software Holdings Ltd is the delivery vehicle used to facilitate and administer ReCoCo.
15. The ReCoCo programme became operational from 1 July 2018. RSHL receives funding from across the regional council sector to deliver collaborative projects that are put forward by the Regional Council Special Interest Groups (SIGs). ReCoCo is now well established with more than 10 projects in progress, and an established funding model in place. In the 2020 financial year, more than \$160,000 has been invested into collaborative projects for the sector. Notably, the sector implementation plan adopted by the Chief Executive Forum includes several projects, which are tagged specifically for ReCoCo.
16. In addition to this RSHL has an agreement with the sector to assist with the management of sector work programmes, including:
  - Funding management;
  - Procurement and payment; and
  - Outcome tracking.
17. The sector recognises the benefits of collaboration between councils. As a result, the number and size of collaborative projects is growing each year. As the volume of shared initiatives increases, councils face administrative challenges with paying invoices and recouping costs from other councils. It is also increasingly important that the sector can demonstrate the outcomes achieved from collaboration. Extending the ReCoCo model to support sector-wide work programmes helps to address these issues and opportunities.
18. To support accelerated growth and development RSHL has continued with the establishment of independent business infrastructure.
19. In 2019, Mark Donnelly commenced as the full-time General Manager. The benefits of having a full-time general manager can clearly be seen in the accelerated progress of the company.
20. Financially, the company continues to be in a sound position, as planned. Regional Software Holdings Ltd.'s revenue comes from licence charges and fees from the shareholding councils. This funding is used for the maintenance and development of the IRIS product. Therefore, the company does not trade to make a profit. Rather, it charges to cover its planned level of expenditure.
21. The financial result is a deficit of \$361,545. This reflects the depreciating value of the investment in the IRIS product. Reinvestment in the IRIS project is not continuing at sufficient levels to cover this depreciation as the product nears the end of its life and the company looks to reinvest in IRIS NextGen. The cash balances are healthy as the losses are resulting from depreciation rather than trading activities.
22. The growth in the user base of IRIS allows the company to reduce the licence charges and fees. This is a real tangible financial benefit to the regional councils involved in IRIS.
23. The success of IRIS and Regional Software Holdings Ltd is due to the collaborative approach of the six regional councils and the wider sector. The success and richness of the IRIS product reflects the contribution, expertise, and commitment of a team of well over 100 people from all the shareholding councils, in a variety of roles.

### **Decision-making considerations**

24. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the *Act*.

### **Financial considerations—LTP/Annual Plan**

25. This memorandum and the associated recommendations are consistent with the Council's adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

### **Policy considerations**

26. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

### **Iwi considerations**

27. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

### **Legal considerations**

28. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

### **Appendices/Attachments**

Document 2601289: Regional Software Holdings Ltd 2019/2020 Annual Report - Covering letter

Document 2601285: Regional Software Holdings Ltd 2019/2020 Annual Report





Council  
Collaboration  
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30 September 2020

### **RSHL 2019/2020 Annual Report.**

It is our pleasure to present Regional Software Holdings Ltd 2019/2020 Annual Report. The Annual Report is required to be received by shareholders before 30 September 2020.

The Annual Report highlights a busy and productive year for RSHL. The focus on the move from IRIS to the next generation solutions (see below) has progressed well, with significant energy and effort from many. The growth of RSHL as a provider of regional sector collaborative solutions continues to be both pleasing and productive to the sector.

The Board wishes to highlight the following matters for the information of shareholders.

#### Unaudited Annual Report

As noted in the Annual Report, Parliament passed legislation on 5 August 2020 to extend the statutory reporting time frames by up to two months for organisations with 30 June 2020 balance dates that report under the Crown Entities Act 2004, Crown Research Institutes Act 1992, Local Government Act 2002, Public Finance Act 1989, and State-Owned Enterprises Act 1986. The statutory time frames have been extended to ensure that there is no reduction in the quality of financial and performance reporting or of audits because of the impact of Covid-19.

The company's auditor (Audit New Zealand) have informed RSHL that we are considered a low priority and should not expect our audit to be completed until close to the deadline of 30 November 2020. The Board finds this approach unacceptable

and as such has moved to prepare and distribute an unaudited annual report now, in line with normally accepted reporting timeframes. The final audited report will be distributed towards the end of the year, prior to the Annual General Meeting. If shareholders have any questions about the Annual Report, these can be addressed either now or during the audit and finalisation process.

#### IRIS Next Generation

In the RSHL Business Plan and Statement of Intent we signalled that IRIS is reaching the end of its' useful life. Accordingly, it makes sense to reduce investment on improvements to IRIS in favour of the replacement solution.

The Board and Company have commenced this process. Over the next few years, the value of our investment in IRIS will diminish as the level of reinvestment slows and councils move to the IRIS Next Generation solution. So as the value of IRIS decreases, the investment in the IRIS Next Generation solution will increase.

As IRIS is written off over the next several years there will be accounting losses, however there will be minimal cash losses. The book value of RSHL may reduce over time. This is dependent on the nature of the IRIS NextGen solution adopted, and the funding mechanism utilised.

Contributions will be needed from shareholders as we develop the next iteration of IRIS; what we call "IRIS Next Generation". Increased contributions were signalled in the indicative budgets included within the 2020-2021 Statement of Intent. These figures were modelled prior to the COVID-19 pandemic.

The following table and chart shows the projected change in expenditure mix between IRIS and IRIS Next Generation.

	2018/19 (Actual)	2019/20 (Actual)	2020/21 (Budget)	2021/22 (Indicative)	2022/23 (Indicative)
<b>IRIS Platform</b>	\$697K	\$433K	\$564K	\$319K	\$112K
<b>IRIS Migration Tools</b>				\$300K	\$200K
<b>IRIS NextGen</b>		\$150K	\$300K	\$1,060K	\$1,760K

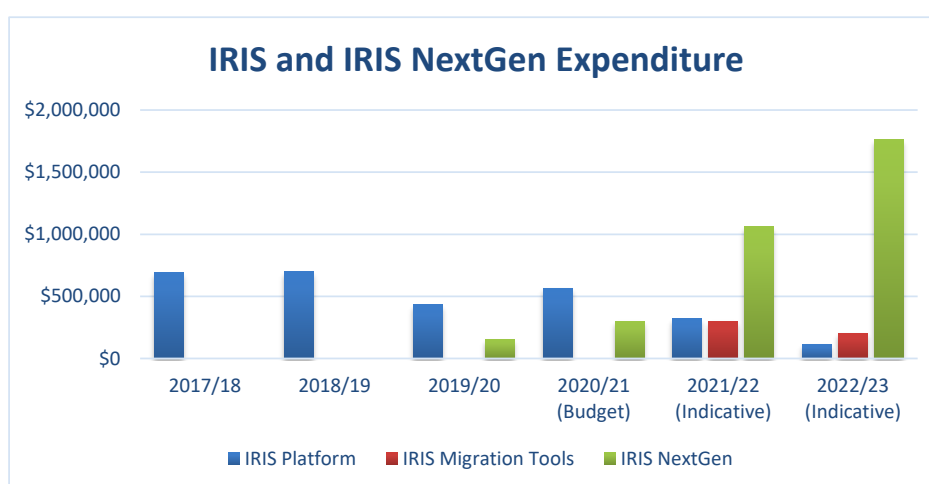


Figure 1-Actual and projected expenditure on IRIS and IRIS NextGen

Post COVID-19, RSHL recognises that significant increases in member contributions are no longer feasible. We are evaluating funding solutions to smooth contributions over time, so that they remain at or about current levels. At the same time we are confident that other councils will want to participate in IRIS NextGen, further reducing the cost to member councils.

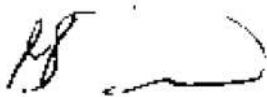

RSHL is currently completing an RFP process to find a partner to deliver IRIS Next Generation. Until this process is complete there are a lot of unknowns about timing and costs. However, we understand the financial constraints that councils are now under and the need for certainty. As such we recognise that it is not the right time to make significant increases to member contributions. For the purposes of 2021/2031

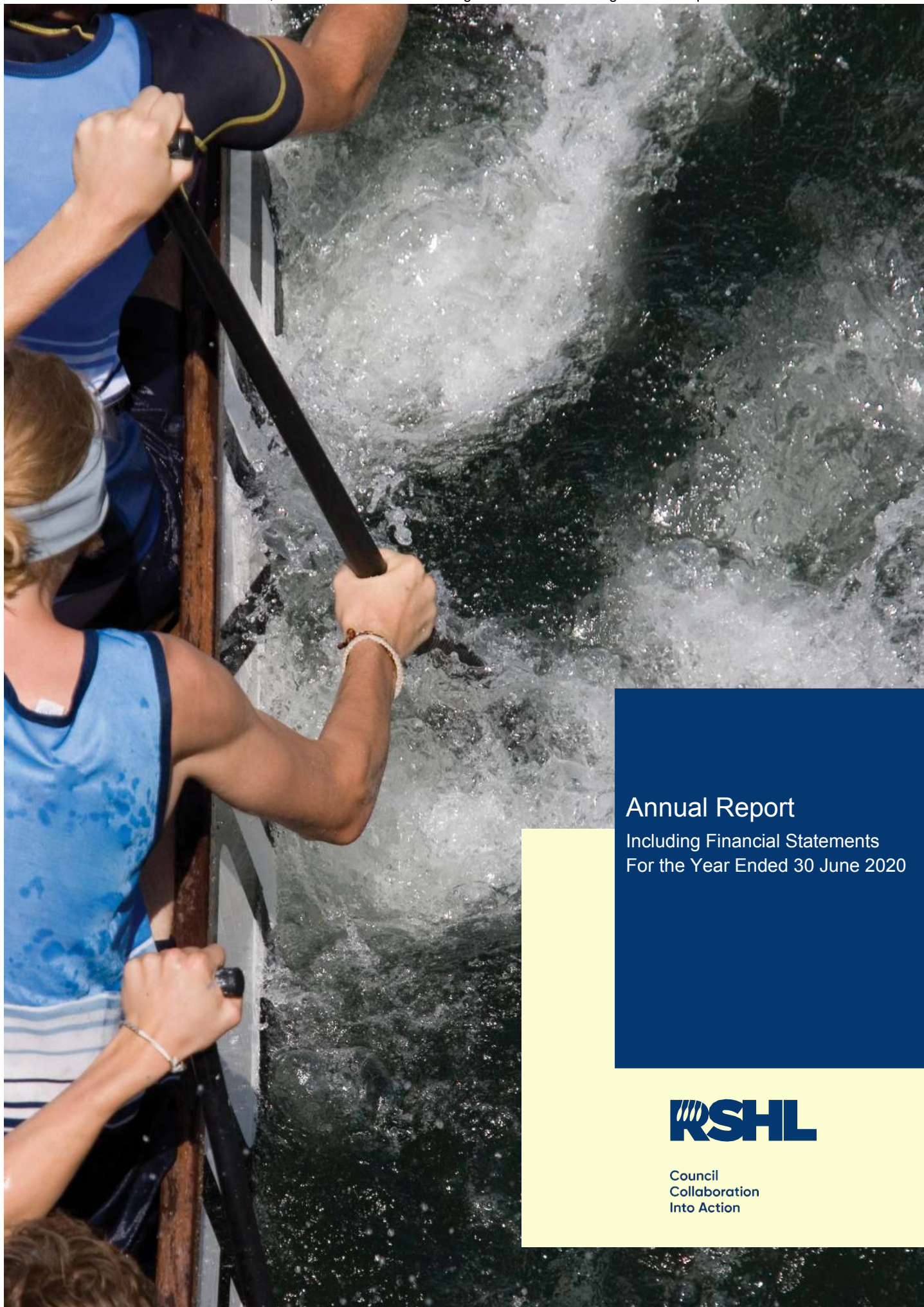
Long Term Plans we suggest that councils plan for contributions at current levels adjusted for inflation.

RSHL remains focussed on delivering excellent outcomes for participating councils. We will continue to communicate with you as our collective future path emerges.

Thank you for your ongoing support.

Sincerely

 Mike Nield Chairperson	 Mark Donnelly General Manager
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## Annual Report

Including Financial Statements  
For the Year Ended 30 June 2020



Council  
Collaboration  
Into Action

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## Entity Information

Regional Software Holdings Limited (RSHL) was incorporated in October 2012. This report covers the 12 months from 1 July 2019 to 30 June 2020 as required by Section 66 of the Local Government Act 2002. RSHL has no subsidiaries or joint ventures.

### Type of Entity and Legal Basis

RSHL is a Public Limited Liability Company incorporated and registered under the Companies Act 1993 and is a council-controlled organisation as defined in Section 6 of the Local Government Act 2002.

### Structure of the Company

The Company comprises of a board of seven directors. The Board oversee the governance of RSHL. In addition, there is a general manager who is responsible for the day-to-day operations of RSHL and reporting to the Board. Each of the six shareholder entities are entitled to appoint one director each, with one independent director appointed by the Board.

### Main sources of RSHL's Cash and Resources

Funds for IRIS development and operation of the company are received by way of levies from each member Council. These levies are set annually in the Statement of Intent. These are the primary source of funding to RSHL. Additional funding for ReCoCo projects is collected from all 16 regional and unitary councils as required.

### Nature and Scope of Activities to be Undertaken

RSHL provides a framework for collaboration between the shareholders and across the wider regional council sector. It supports the procurement or development of shared services and products in a manner that provides greater consistency in how we operate our core processes and a more cost effective alternative than individual councils can achieve on their own.

The company operates through managed contractual arrangements, and by facilitating collaborative initiatives between councils. Some councils are both customers of RSHL and providers of service to RSHL.

RSHL seeks to reduce costs to the existing shareholders and increase its influence in regional council sector information systems by increasing the user base for IRIS and by expanding the common product suite.

Whilst the current flagship of RSHL is the Integrated Regional Information System (IRIS), the scope of activities for RSHL is not limited to the IRIS application suite. Future activities will be identified by shareholder councils. New opportunities will be identified, and priorities set in the Business Plan, other opportunities may arise and be investigated on a case by case basis. New activities will require explicit Board approval.

### Vision

To provide a high-quality shared service for the regional council sector (and associated agencies) that delivers value to customers, shareholders and the sector.

### Mission

Deliver shared solutions to the regional council sector along with collaborative outcomes through sector special interest groups to achieve:

- Consistent, good-practice regional council specific processes and functions
- Value through economies of scale
- Greater influence for the sector with central government through cohesion and collaboration
- Reduced risk through ensuring continuity of supply and control of the destiny of regional council sector specific software

## Regional Software Holdings Ltd—Annual Report to 30 June 2020



### Values

In all RSHL decisions and interactions the Board and staff together with council participants who may be working within the RSHL framework will observe the following values and ethos:

- We are forward thinking and innovative
- We are responsive and deliver value
- We are professional and accountable
- We are flexible and open

### Guiding Principles

- The best decision is that which provides the best end result, primarily for participating councils and indirectly the communities they serve.
- Our solutions will be practical, appropriate to the scale of the problem and affordable
- Where appropriate we will utilise codes of practice and standards produced by industry groups
- All parties to any decision or interaction will be treated with respect, dignity, integrity, and honesty.

### Objectives

The principal objective of RSHL is to deliver on the vision, mission and values.

The secondary objective of RSHL is to:

- Achieve the objectives of its Shareholders, both commercial and non-commercial as specified in this Statement of Intent,
- Be a good employer,
- Exhibit a sense of social and environmental responsibility by having regard to the interests of the community in which the Company operates and by endeavouring to accommodate or encourage these when able to do so.



## Directors' Report

On behalf of Regional Software Holdings Ltd (RSHL), and the six regional council shareholders, it is our pleasure to present the Company's 2019/2020 Annual Report.

RSHL is a major shared service undertaking by the Northland, Waikato, Taranaki, Horizons, West Coast and Southland regional councils. Hawke's Bay Regional Council is a customer of RSHL as a user of the IRIS software product. All sixteen Regional Councils/Unitary Authorities in New Zealand are stakeholders and customers of RSHL via the ReCoCo programme.

RSHL is responsible for the long-term maintenance and development of the Integrated Regional Information System (IRIS) product as developed for and by the shareholding councils. The six member councils have developed a software solution (IRIS) for the regional council specific functions undertaken by those councils. The development project has been a remarkable success.

RSHL also operates the Regional Council Collaboration (ReCoCo) collaboration programme on behalf of the regional sector. ReCoCo provides resources to support the Sector Special Interest Group Network in delivering projects.

This was a year of accelerated growth and development for Regional Software Holdings Ltd.

For the IRIS product, the focus was on consolidation. Four releases of new functionality were delivered over the year with a total of six major enhancements and 16 minor enhancements. The focus during 2019/20 was on rolling out a new and improved mapping interface, along with technical changes that have resulted in significant performance improvements for users.

As noted in previous annual reports, there is a need to undertake a reinvestment in the IRIS solution to ensure the underlying technology remains current and fit for purpose.

RSHL has identified development of the roadmap for the next generation of IRIS (IRIS Next Generation) as a key strategic priority. Significant steps towards this goal were taken in 2019/2020.

This initiative is called IRIS Next Generation. The scope of the work includes selection of a software vendor and partner to deliver the software solution. In conjunction with this, RSHL intends to lead the development of consistent good practice processes for the regional council sector. This approach builds on a key lesson learnt from the IRIS programme, that having councils agree on consistent good practice processes significantly reduces the cost of developing and operating IRIS software.

The intention is that IRIS NextGen will be cloud based with better online and mobile features. IRIS NextGen will be more efficient for staff and customers.

In 2019/2020 RSHL worked with 10 councils to short-list potential partners to help us deliver IRIS NextGen. RSHL has commenced a formal Request for Proposal process to identify a future partner and solution. Twelve councils are participating in this process. We intend for IRIS NextGen to be a sector-wide initiative.

RSHL's strategic priorities for IRIS NextGen are:

- To complete the RFP to find a new solution and partner.
- To obtain the necessary buy-in from sector leaders for the development of consistent good practice process.
- To attract new councils to the IRIS Programme and engage them in the development of good practice.
- To develop consistent good practice process for the sector, including a governance framework.

Regional Software Holdings Ltd.'s philosophy is to develop only that software which is necessary deliver a complete solution for regional councils. With IRIS NextGen it is expected that commercial software will be a greater proportion of the solution than is the case with IRIS. RSHL is also aware of

## Regional Software Holdings Ltd—Annual Report to 30 June 2020



the need to create a transition plan for existing IRIS councils from IRIS to IRIS NextGen. It will also be necessary to develop long-term financial projections for Regional Software Holdings Ltd and consider the appropriate future structure for the company.

We have previously noted that Regional Software Holdings Ltd is working with the regional council sector to roll out the ReCoCo initiative.

There is a focus in the sector on collaboration, development of shared services and more use of Council Controlled Organisations. RSHL and its shareholding councils are aligned with this direction.

ReCoCo facilitates unitary and regional councils entering collaborative initiatives where there are overlapping or shared objectives, covering areas of common interest or joint responsibility. Regional Software Holdings Ltd is the delivery vehicle used to facilitate and administer ReCoCo.

The ReCoCo programme became fully operational from 1st July 2018.

RSHL receives funding from across the regional council sector to deliver collaborative projects that are put forward by the Regional Council Special Interest Groups (SIGs).

ReCoCo is now well established with more than 10 projects in progress, and an established funding model in place. In the 2020 financial year, more than \$160,000 has been invested into collaborative projects for the sector. Notably, the sector implementation plan adopted by the Chief Executive Forum includes several projects which are tagged specifically for ReCoCo.

In addition to this RSHL has an agreement with the sector to assist with the management of sector work programmes, including:

- Funding management,
- Procurement and payment, and
- Outcome tracking.

The sector recognises the benefits of collaboration between councils. As a result, the number and size of collaborative projects is growing each year. As the volume of shared initiatives increases, councils face administrative challenges with paying invoices and recouping costs from other councils. It is also increasingly important that the sector can demonstrate the outcomes achieved from collaboration. Extending the ReCoCo model to support sector-wide work programmes helps to address these issues and opportunities.

To support accelerated growth and development RSHL has continued with the establishment of independent business infrastructure.

In 2019 the Board welcomed Mark Donnelly as the full-time General Manager. The benefits of having a full-time general manager can clearly be seen in the accelerated progress of the company.

In 2019 RSHL transitioned its financial services from Horizons Regional Council to West Coast Regional Council. However, as the activities of the company continue to expand, it is no longer sustainable for a council to provide financial services in a part time capacity. Accordingly, in June 2020 ONLA were engaged to deliver financial services for RSHL. ONLA are based in Palmerston North and have previous experience supporting Council Controlled Organisations.

RSHL has completed a branding project to create a brand and supporting collateral for RSHL. The results of this can be seen in this report. As we seek to increase our engagement and involvement in the sector it is essential that we have a recognisable and engaging brand.

Financially, the company continues to be in a sound position, as planned. Regional Software Holdings Ltd.'s revenue comes from licence charges and fees from the shareholding councils. This funding is used for the maintenance and development of the IRIS product. Therefore, the company does not trade to make a profit. Rather, it charges to cover its planned level of expenditure.

The financial result is a deficit of \$361,545. This reflects the depreciating value of the investment in the IRIS product. Reinvestment in the IRIS project is not continuing at sufficient levels to cover this

**Regional Software Holdings Ltd—Annual Report to 30 June 2020**



depreciation as the product nears the end of its life and the company looks to reinvest in IRIS NextGen. The cash balances are healthy as the losses are resulting from depreciation rather than trading activities.

The growth in the user base of IRIS allows the company to reduce the licence charges and fees. This is a real tangible financial benefit to the regional councils involved in IRIS.

The success of IRIS and Regional Software Holdings Ltd is due to the collaborative approach of the six regional councils and the wider sector. The success and richness of the IRIS product reflects the contribution, expertise, and commitment of a team of well over 100 people from all the shareholding councils, in a variety of roles.

The outlook for Regional Software Holdings Ltd and the IRIS product is bright and there are significant opportunities to support the activities and achievements of New Zealand regional councils and unitary authorities.

MJ Nield  
Chairperson

## Regional Software Holdings Ltd—Annual Report to 30 June 2020



## Financial Statements

The financial statements required by section 67 of the Local Government Act 2002 (LGA (2002)) are attached.

### Unaudited Annual Report

Parliament passed legislation on 5 August to extend the statutory reporting time frames by up to two months for organisations with 30 June 2020 balance dates that report under the Crown Entities Act 2004, Crown Research Institutes Act 1992, Local Government Act 2002, Public Finance Act 1989, and State-Owned Enterprises Act 1986. Some other types of organisations, like ports, have had reporting dates amended without the need to change legislation.

The legislation extends the reporting time frames for audited annual reports by up to two months, as set out in the table below.

Type of organisation	Current deadline	New deadline
Departments and departmental agencies	30 September 2020	30 November 2020
State-owned enterprises	30 September 2020	30 November 2020
Crown research institutes	30 September 2020	30 November 2020
Crown entities	31 October 2020	18 December 2020
Local authorities	31 October 2020	31 December 2020
Council-controlled organisations	30 September 2020	30 November 2020

The statutory time frames have been extended to ensure that there is no reduction in the quality of financial and performance reporting or of audits because of the impact of Covid-19.

The company's auditor (Audit New Zealand) have informed RSHL that we are considered a low priority and should not expect our audit to be completed until close to the deadline of 30 November 2020.

As a result, this annual report is provided to shareholders unaudited.

### Registered Office

RSHL  
PO Box 1007  
Palmerston North

### Auditors

Audit New Zealand on behalf of the Controller and Auditor-General.

### Directors

The following directors were in office at the end of the year:

	2019-20		2018-19	
	Remuneration	Benefits	Remuneration	Benefits
	-	-	-	-
Mike Nield (Chairperson)	-	-	-	-
Malcolm Nicolson	-	-	-	-
Ged Shirley	-	-	-	-
Les Gibbs	-	-	-	-
Neil Selman	-	-	-	-
John Crane	-	-	-	-
A Aakjaer (Independent Director)	30,000	-	30,000	-
<b>Total Remuneration</b>	<b>30,000</b>	<b>-</b>	<b>30,000</b>	<b>-</b>

## Regional Software Holdings Ltd—Annual Report to 30 June 2020



A replacement Deputy Chair (position vacated by Mike Garrett) is yet to be appointed.

### Interest Register

All Directors listed their interests in the register on being appointed to the company and interests are reviewed at each board meeting. The following interests are registered:

Director	Organisation	Interest
MC Nicolson	Hawk Hill Estates Limited The Masters Group Holdings Limited	Director Director
MJ Nield	Taranaki Stadium Trust	Trustee
L Gibbs	-	-
N Selman	Market South Limited Mount Cook Alpine Salmon Limited Real Estate Financial Services Limited	Shareholder Shareholder Director & Shareholder
G Shirley	-	-
A Aakjaer	Negotiate Limited Aakjaer Trustee Company Limited Ice Bear Holdings Limited One Sheep at a Time Limited <i>Note: Negotiate Consulting may from time to time provide advisory services to Northland Regional Council and Waikato Regional Council</i>	Director & Shareholder
J Crane	-	-

**Regional Software Holdings Ltd—Annual Report to 30 June 2020**



**Additional Disclosure**

The Companies Act 1993 requires disclosure of the amount of donations, audit fees, fees for other services from the auditor, and the number of employees of the company who received remuneration and other benefits above \$100,000 per annum, in brackets of \$10,000. For this financial year, one employee was employed by RSHL and their remuneration was over \$150,000. The audit fee for the period is unconfirmed at the time of writing, paid to Audit New Zealand.

**Statement of Compliance**

The Board of Directors hereby confirm that all statutory requirements in relation to the annual report, as outlines in the Local Government Act 2002, have been complied with.

**Statement of Responsibility**

In terms of the Local Government Act 2002 and the Companies Act 1993, the Board of Directors is responsible for the preparation of Regional Software Holdings Limited's financial statements and to assist the company meet its objectives and any other requirements in its Statement of Intent (SOI). The Board of Directors of Regional Software Holdings Limited has the responsibility for establishing, and has established, a system of internal control designed to provide reasonable assurance as to the integrity and reliability of financial reporting.

In the Board of Director's opinion, these financial statements fairly reflect the financial position and operations of Regional Software Holdings Limited for the year ended 30 June 2020.

Signed on behalf of the Board of Directors:

A handwritten signature in black ink, appearing to be 'MJ Nield', is written over a horizontal line.

**MJ Nield – Chairperson**  
**Date: 27 August 2020**

A handwritten signature in black ink, appearing to be 'JE Crane', is written over a horizontal line.

**JE Crane – Director**  
**Date: 27 August 2020**

## Regional Software Holdings Ltd—Annual Report to 30 June 2020



# Statement of Financial Performance

## For the Year Ended 30 June 2020

	Note	Actual 2019-20	Budget 2019-20	Actual 2018-19
<b>Revenue</b>				
Members Contribution	1	1,197,678	1,139,931	1,210,458
Interest Income		308	600	391
Regional Sector Share Services		258,702	210,000	51,059
Other Income	2	205,398	217,337	218,064
<b>Total Revenue</b>		<b>1,662,086</b>	<b>1,567,868</b>	<b>1,479,972</b>
<b>Expenses</b>				
Administration Costs	3	34,262	37,620	32,329
Audit and Legal Fees		5,589	5,900	5,250
Datacom Support Services		255,013	208,260	172,653
Technical Services		-	150,000	-
Environmental Charges		22,248	20,000	14,258
External Contractors		157,521	-	-
Implementation Costs		-	-	6,551
Promotional Costs		17,681	2,500	-
Travel and Meeting Costs		11,480	9,000	8,897
Management Fees		106,395	45,400	125,926
Personnel Costs		120,732	155,000	24,046
External Director Fees		25,167	30,600	30,000
Regional Sector Shared Services		314,456	110,000	41,595
Other Direct Software Expenses		72,479	77,905	207,097
Depreciation	7	880,608	827,855	817,721
<b>Total Expenses</b>		<b>2,023,631</b>	<b>1,680,040</b>	<b>1,486,323</b>
<b>Surplus/(Deficit) Before Tax</b>		<b>(361,545)</b>	<b>(112,172)</b>	<b>(6,351)</b>
<b>Income Tax Expense</b>	4	<b>-</b>	<b>-</b>	<b>-</b>
<b>Surplus/(Deficit) After Tax</b>		<b>(361,545)</b>	<b>(112,172)</b>	<b>(6,351)</b>

Explanations of major variances against budget are provided in note 1. The accompanying notes form part of these financial statements

## Regional Software Holdings Ltd—Annual Report to 30 June 2020



# Statement of Financial Position

## For the Year Ended 30 June 2020

	Note	Actual 2019-20	Budget 2019-20	Actual 2018-19
<b>Assets</b>				
<b>Current Assets</b>				
Bank Accounts and Cash	5	601,965	302,241	282,355
Debtors and Prepayments	6	203,778	-	383,469
GST Receivable		-	-	-
Withholding Tax Paid		188	-	115
<b>Total Current Assets</b>		<b>805,931</b>	<b>302,241</b>	<b>665,939</b>
<b>Non Current Assets</b>				
Property, Plant & Equipment (PPE)	7	4,453,052	4,686,374	4,885,346
<b>Total Non Current Assets</b>		<b>4,453,052</b>	<b>4,686,374</b>	<b>4,885,346</b>
<b>Total Assets</b>		<b>5,258,983</b>	<b>4,988,615</b>	<b>5,551,285</b>
<b>Liabilities</b>				
<b>Current Liabilities</b>				
Creditors and Accrued Expenses	8	230,290	-	182,054
Income Received in Advance	9	19,924	-	-
Revenue in Advance - ReCoCo		172,274	-	161,441
GST Payable		(646)	-	9,106
<b>Total Current Liabilities</b>		<b>421,843</b>	<b>-</b>	<b>352,601</b>
<b>Total Liabilities</b>		<b>421,843</b>	<b>-</b>	<b>352,601</b>
<b>Net Assets</b>	<b>10</b>	<b>4,837,140</b>	<b>4,988,615</b>	<b>5,198,684</b>
<b>Represented by:</b>				
Contributed Capital	10	5,149,150	5,149,150	5,149,150
Accumulated Surpluses	10	(312,010)	(160,536)	49,534
<b>Total Equity</b>		<b>4,837,140</b>	<b>4,988,614</b>	<b>5,198,684</b>

Explanations of major variances against budget are provided in note 14. The accompanying notes form part of these financial statements



## Regional Software Holdings Ltd—Annual Report to 30 June 2020



# Statement of Financial Cashflows

## For the Year Ended 30 June 2020

	Note	Actual 2019-20	Budget 2019-20	Actual 2018-19
<b>Cashflows from Operating Activities</b>				
<b>Cash was received from:</b>				
Receipts from Members		1,644,468	1,205,836	919,615
Interest		308	600	391
ReCoCo Income		231,750	361,432	212,500
Other Income		4,620	-	180,948
Tax Refunds Received		-	-	-
<b>Total Operating Receipts</b>		<b>1,881,146</b>	<b>1,567,868</b>	<b>1,313,454</b>
<b>Cash was applied to:</b>				
Payments to Suppliers		(1,115,211)	(852,185)	(589,313)
Interest Paid		(3)	-	-
Net GST Movement		27,141	-	(7,346)
<b>Total Operating Payments</b>		<b>(1,088,073)</b>	<b>(852,185)</b>	<b>(596,659)</b>
<b>Net Cash from Operating</b>		<b>793,073</b>	<b>715,683</b>	<b>716,795</b>
<b>Cashflow from Investing Activities</b>				
<b>Cash was applied to:</b>				
Purchase of PPE/Intangible Assets		(473,464)	(600,000)	(740,133)
Term Deposits		-	-	-
<b>Total Investment Payments</b>		<b>(473,464)</b>	<b>(600,000)</b>	<b>(740,133)</b>
<b>Net Cash from Investing</b>		<b>(473,464)</b>	<b>(600,000)</b>	<b>(740,133)</b>
<b>Net Cash increase (decrease) in cashflows from the year</b>		<b>319,609</b>	<b>115,683</b>	<b>(23,338)</b>
Opening Cash Balance		282,356	402,865	305,693
<b>Closing Cash Balance</b>		<b>601,965</b>	<b>518,548</b>	<b>282,355</b>
<b>Made up of:</b>				
Westpac Current Account	5	521,832	25,000	102,261
Westpac Online Saver Account		80,133	493,548	180,095
		<b>601,965</b>	<b>518,548</b>	<b>282,356</b>

The GST (net) component of cash flows from operating activities reflects the net GST paid to and received from the Inland Revenue Departments. The GST (net) component has been presented on a net basis, as the gross amounts do not provide meaningful information for financial statement purposes and to be consistent.

*Explanations of major variances against budget are provided in note 14  
The accompanying notes form part of these financial statements*

# Notes to the Financial Statements

## Statement of Accounting Policies

### Reporting Entity

Regional Software Holdings Limited (RSHL) is a Council Controlled Organisation (CCO), owned by Waikato Regional Council (32.75%) Northland Regional Council (16.75%) Horizons Regional Council (15.50%) Taranaki Regional Council (15.50%) Southland Regional Council (15.50%) and West Coast Regional Council (4.00 %.) RSHL was incorporated on 17 October 2012. RSHL was primarily incorporated for the purposes of managing the investment and development of IRIS software, and has designated itself a Public Benefit Entity (PBE), in keeping with the designation of the shareholders.

The financial statements are those of RSHL, for the six months ended 31 December 2019, and were authorised for issue by the Board of Directors on 20 February 2020.

### Public Benefit Entity Simple Format Reporting

RSHL qualifies for Public Benefit Simple Format Reporting – Accrual (PBE-SFR-A) on the basis that the Company does not have publicly accountable (as defined) and has total annual expenses of less than \$2 million.

### Basis of Preparation of the Financial Statements

The financial statements have been prepared on the going concern basis, and the accounting policies have been applied consistently throughout the period. The financial statements have been prepared on a historical cost basis.

### Statement of Compliance

The financial statements of RSHL have been prepared in accordance with the requirements of the Local Government Act 2002 and the Companies Act 1993, which include the requirement to comply with New Zealand Generally Accepted Accounting Practice (NZGAAP).

The financial statements have been prepared in accordance with Tier 3 Public Benefit Entity (PBE) Standards. RSHL adopted the PBE standards for the first time in July 2014.

These financial statements comply with PBE Standards.

### Presentation Currency and Rounding

The financial statements have been prepared in New Zealand dollars and there will be rounding in the numbers in the financial statements, as the financial model used calculates to the cent but the annual report is rounded to the nearest dollar.

The functional currency of RSHL is New Zealand dollars.

### Changes in Accounting Policies

The accounting policies set out below have been applied consistently to all periods presented in these financial statements.

## Summary of Significant Accounting Policies

### Revenue

Revenue is measured at the fair value of consideration received or receivable.

- a) Members Contributions and Other forms of Revenue (excluding investment revenue), including fees, charges, and other revenues are recognised on an accrual basis.
- b) Interest revenue is recorded as it is earned.

### Expenditure

Expenditure is recognised on an accrual basis when the service was provided, or the goods received. Costs associated with maintaining the IRIS software suite are recognised as an expense when incurred.

**Regional Software Holdings Ltd—Annual Report to 30 June 2020****Bank Accounts and Cash**

Cash and cash equivalents includes cash on hand, on demand or call deposits, other short-term deposits with original maturities of three months or less, and bank overdrafts.

Bank overdrafts are presented as a current liability in the Statement of Financial Position.

**Debtors**

Debtors are initially recorded at the amount owed. When it is likely the amount owed (or some portion) will not be collected, a provision for impairment is recognised and the loss is recorded as a bad debt expense.

**Inventories**

Inventory is initially recorded at cost. Goods held for sale are subsequently measured at the lower of cost and their selling process. Goods for use or distribution are subsequently measured at cost and written down if they become obsolete.

**Goods and Services Tax (GST)**

RSHL is registered for GST; these financial statements are presented net of GST, except for receivables and payables which are inclusive of GST. Where GST paid is not recoverable, due to it relating to exempt items, the GST inclusive amount is recognised as part of the related asset or expense including the GST relating to investing and financing activities.

The net amount of GST recoverable from, or payable to, the IRD is included as part of receivables or payables in the Statement of Financial Position.

The net GST paid to, or recovered from, the Inland Revenue Department is recognised as an item in operating cash flow in the Statement of Cash Flows.

Commitments and contingencies are disclosed exclusive of GST.

**Income Tax**

Income tax expenses calculated using the taxes payable method. As a result no allowance is made for deferred tax. Tax expense includes the current tax liability and adjustments to prior year tax liabilities.

**Creditors and Accrued Expenses**

Creditors and accrued expenses are measured at the amount owed.

**Property, Plant and Equipment***Software acquisition and development*

Costs that are directly associated with the development of the IRIS software suite are recognised as property, plant and equipment.

*Depreciation*

Depreciation begins when the asset is available for use and ceases at the date that the asset is derecognised. The depreciation charge for each period is recognised through the Statement of Financial Performance.

The carrying value is depreciated on a straight-line basis over its useful life. The useful life and associated depreciation rate for the IRIS software suite is 10 years and 10%.

Where software in this category is replaced, upgraded or determined by RSHL to be of no further operational benefit, a change in value will be recognised through the Statement of Financial Performance. This change in value will be the difference between the carrying value of the original item and its fair value.

**Critical Accounting Estimates and Assumptions**

In preparing these financial statements, RSHL has made estimates and assumptions concerning the future. These estimates and assumptions may differ from the subsequent actual results. Estimates and assumptions are continually evaluated and are based on historical experience and other factors, including expectations or future events that are believed to be reasonable under the circumstances.

**Regional Software Holdings Ltd—Annual Report to 30 June 2020****Additional Disclosure**

The Companies Act 1993 requires disclosure of the amount of donations, audit fees, fees for other services from the auditor, and the number of employees of the company who received remuneration and other benefits above \$100,000 per annum, in brackets of \$10,000.

For this financial year one staff member was employed by RSHL.

<b>Remuneration Bracket</b>	<b>Staff</b>
100,000-110,000	0
110,000-120,000	0
120,000-130,000	0
130,000-140,000	0
140,000-150,000	0
150,000-160,000	1
160,000-170,000	0
170,000+	0

The audit fee for the 12-month period is expected to be \$5,500 (GST exclusive) paid to Audit New Zealand.

## Regional Software Holdings Ltd—Annual Report to 30 June 2020



# Notes to the Financial Statements for the Year Ended 30 June 2020

## 1. Members Contributions

Statement of Intent set the member contributions to be \$1,139,931

	2019-2020	2018-2019
Members Contributions as per SOI	1,139,928	1,117,578

*Subsequently agreed contributions:*

Capital Funding	-	52,435
Shared Licence Funding	57,750	40,445
E-Learning Software Purchase	-	-

<b>Total Member Contributions</b>	<b>1,197,678</b>	<b>1,210,458</b>
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## 2. Other Income

	2019-2020	2018-2019
Recovery of other direct software expenses	64,160	57,750
Hawkes Bay Regional Council Reimburseme	-	5,259
Northland Regional Council Data Mapping	4,620	-
User Funding - Hawkes Bay Regional Council	136,618	155,055
<b>Total Other Income</b>	<b>205,398</b>	<b>218,064</b>

## 3. Administration Costs

	2019-2020	2018-2019
Administration Costs	3,792	448
Accounting & Technical Support	28,363	29,756
Insurance	1,871	1,866
Bank Fees	236	259
<b>Total Administration Support</b>	<b>34,262</b>	<b>32,329</b>

## 4. Income Tax

	2019-2020	2018-2019
Current Tax	-	-
Adjustments to Current tax in prior years	-	-
<b>Income Tax Expense</b>	<b>-</b>	<b>-</b>

### Relationship between income tax expense and accounting surplus/(deficit)

Net surplus/(deficit) before tax	(393,170)	(6,351)
Tax at 28%	(110,088)	(1,778)
<i>Plus/(less) tax effects of:</i>		
Temporary differences	133,940	55,040
Non-deductible expenses	-	-
Tax Losses not recognised	(23,852)	(53,262)
<b>Income Tax Expense</b>	<b>-</b>	<b>-</b>

## Regional Software Holdings Ltd—Annual Report to 30 June 2020



Unused tax losses of \$3,508,437 (2019: 3,593,564) are available to carry forward and offset against future taxable income.

**5. Bank Accounts and Cash**

	2019-2020	2018-2019
Current Account	521,832	102,260
Savings Account	80,133	180,095
	<b>601,965</b>	<b>282,355</b>

**6. Debtors and Accrued Revenue**

	2019-2020	2018-2019
Debtors	144,007	383,469
Prepayments	59,771	-
<b>Total Debtors and Prepayments</b>	<b>203,778</b>	<b>383,469</b>

**7. Property, Plant and Equipment**

	E-learning Software	IRIS Software Intellectual Property	Computer Hardware	Total
Carrying amounts as at 1 July 2018	39,690	4,986,203	-	5,025,893
Additions	-	744,903	2,299	747,202
Disposals (net of accumulated depreciation)	-	-	-	-
Depreciation Expense	(4,252)	(813,341)	(128)	(817,721)
Work in Progress written off/impaired	-	(70,028)	-	(70,028)
<b>Carrying amount as at 30 June 2019</b>	<b>35,438</b>	<b>4,847,737</b>	<b>2,171</b>	<b>4,885,346</b>
Carrying Amount as at 1 July 2019	35,438	4,847,737	2,171	4,885,346
Additions	-	448,314	-	448,314
Disposals (net of accumulated depreciation)	-	-	-	-
Depreciation Expense	(4,253)	(874,816)	(1,540)	(880,608)
Work in Progress written off/impaired	-	-	-	-
<b>Carrying amount as at 30 June 2020</b>	<b>31,186</b>	<b>4,421,235</b>	<b>631</b>	<b>4,453,052</b>

At balance date the working progress values of the IRIS Asset is \$244,166 (2019: \$350,375) with \$547,764 capitalised during the year (2019: \$636,050). The work in progress written off/impaired has been included in other direct software expenses.

## Regional Software Holdings Ltd—Annual Report to 30 June 2020

**8. Creditors and Accrued Expenses**

	2019-2020	2018-2019
Creditors	199,651	156,272
PAYE Payable	3,942	3,939
Employee Entitlements	4,572	7,408
Accrued Expense- Audit New Zealand	5,500	5,250
Accrued Expense - West Coast Regional Council Accountancy	6,175	-
Accrued Expense - Waikato Regional Council - Technical Services	10,451	-
Accrued Expense - ReCoCo Shared Services	-	9,185
<b>Total Creditors and Accrued Expenses</b>	<b>230,291</b>	<b>182,054</b>

**9. Income Received in Advance**

	2019-2020	2018-2019
Environment Southland - Objective Subscription 2020/2021	19,924	-
<b>Total Income Received in Advance</b>	<b>19,924</b>	<b>-</b>

**10. Equity**

	2019-2020	2018-2019
<b>Contributed Capital</b>		
Balance at 1 July	5,149,150	5,149,150
Capital Contribution	-	-
Balance at 30 June	<b>5,149,150</b>	<b>5,149,150</b>
<b>Retained Earnings</b>		
Balance at 1 July	49,534	55,885
Surplus/(Deficit) for the Year	(361,545)	(6,351)
Balance at 30 June	(312,011)	49,534
<b>Total Equity</b>	<b>4,837,139</b>	<b>5,198,684</b>

There are 10,000 shares which have been fully called to the value of \$514,915. Share capital is currently \$5,149,150.

**11. Commitments**

There are the following commitments at balance date (2019: Major Enhancements \$101,261, Minor Enhancements \$Nil).

Major Enhancements Commitments	Balance Committed
WalkerScott - IRIS BI Solution Discovery and Planning	14,503
Datacom - MAJ051 IRIS Entity Framework Upgrade Investigation	18,527
Datacom - MAJ052 Session Management Implementation	17,517
Datacom - MAJ049 IRIS 4.0 Deployment Assistance	19,823
<b>Total Commitments</b>	<b>70,370</b>

**12. Contingencies**

There are no contingent liabilities at balance date and no contingent assets at balance date (2019: Nil)

## Regional Software Holdings Ltd—Annual Report to 30 June 2020

**13. Related Party Transactions**

Related party transactions disclosures have not been made for transactions with related parties that are within a normal supplier/client or client/recipient relationship on terms and conditions no more or less favourable than those that it is reasonable to expect RSHL would have adopted in dealing with the party at arm's length in the same circumstances.

*Related Party Transactions Significant to RSHL Requiring Disclosure:*

Shareholder	Share	2019/20	2018/19	Description of Services
Waikato Regional Council	32.75%	104,987	151,010	Management Fees
Waikato Regional Council	32.75%	96	2,643	Office Equipment Reimbursement
Waikato Regional Council	32.75%	-	5,998	IRIS Implementation Costs
Waikato Regional Council	32.75%	5,997	-	Reimbursement of Meeting Travel
Waikato Regional Council	32.75%	1,330	-	Secretarial Costs
Horizons Regional Council	15.50%	-	22,014	Accounting Support Costs
Horizons Regional Council	15.50%	-	955	Reimbursement of Meeting Travel
Taranaki Regional Council	15.50%	-	1,883	IRIS Implementation Costs
Northland Regional Council	16.75%	-	694	Reimbursement of Meeting Travel
West Coast Regional Council	4%	20,995	-	Accounting Support Costs
West Coast Regional Council	4%	791	-	Reimbursement of Meeting Travel

Total services purchased for IRIS implementation of \$Nil (Incl GST) (2019: \$7,881 (Incl GST)) were on-charged to Hawkes Bay Regional Council (non-related party).

Revenue of \$1,139,928 was received from the shareholder councils as member contributions as outlined in note 1.

Funding for the regional shared services (ReCoCo) was received of \$258,702 from the member councils, costs of \$249,516 Has been spent on ReCoCo projects as at 30 June 2020 and revenue in advance of \$9,185 Has been recognised in relation to the unspent funds to be used on ongoing ReCoCo projects.

As at 30 June 2020 \$100,470 (2019: \$383,469) was owed to RSHL by Member Councils and \$5185 (2019: \$26,213) was payable by RSHL member councils.

**14. Events After Balance Date**

There are no significant events after balance date.



## Regional Software Holdings Ltd—Annual Report to 30 June 2020

**14. Explanations on Major Variances**

Explanations for major variances from RSHL's budgeted figures in the 30 June 2020 Statement of Intent are as follows:

<b>Statement of Financial Performance</b>	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>Explanation</b>
<b>Regional Sector Share Service</b>	258,702	210,000	48,702	The ReCoCo revenue budget in the Statement of Intent was based on the funding amounts in the ReCoCo MOU. Additional income was collected for additional ReCoCo projects over and above the agreed contributions.
<b>Datacom Support Services</b>	255,013	208,260	46,753	Support costs were higher than budgeted this year because of unplanned support activity, diagnosing and fixing performance issues in the IRIS application.
<b>Promotional Costs</b>	17,681	2,500	15,181	The rebranding of RSHL that occurred in 2019/2020 cost \$17,681. This was largely unbudgeted.
<b>Regional Sector Share Service</b>	314,456	110,000	204,456	The ReCoCo expenses budget was set based on previous years activity. In fact ReCoCo activity increased substantially in 2019/2020 and as such additional costs were incurred.
<b>Other Direct Software Costs</b>	72,479	77,905	(5,426)	License costs for Cognise and Objective were less than budgeted due to less council users being registered on the system than intended.
<b>Statement of Financial Position</b>	<b>Actual</b>	<b>Budget</b>	<b>Variance</b>	<b>Explanation</b>
<b>Bank Accounts &amp; Cash</b>	601,965	302,241	299,724	Higher than expected cash levels due to increased revenues and carry over from ReCoCo Projects.
<b>Debtors and Accrued Revenue</b>	203,778	-	203,778	At the end of the year there were \$144,007 in outstanding accounts receivable, \$99,355 was current. The remaining was due to invoices where payment from councils was delayed. Accrued revenue was from ongoing ReCoCo Projects.

## Performance Measures

The following performance measures were incorporated into the Statement of Intent for the 2019-20 financial year.

Performance Measures		For the period ending 31 July 2020
Non Financial	Undertake an annual survey of users and shareholder/customer Councils in relation to product performance, Datacom support and RSHL support. Baseline to be developed following the completion of the first survey.	Complete The first annual survey was undertaken in July 2019. The next survey will be in August 2020.
	Develop, approve, communicate and refine the annual roadmap for RSHL major enhancement projects. Draft annual roadmap presented to the Board by 31 December of each year for the following year. Adoption by the Board by 30 June of each year.	Complete The product roadmap for IRIS was presented, discussed and agreed in December 2019 and the roadmap for the year was approved as part of the business plan.
	Major Enhancement projects identified on the Annual Roadmap are all completed within approved budget or (for items in progress) on track against their agreed timeline and budget at 30 June of each year.	Complete
	Budgets for support and minor enhancements are approved by the Board by 30 June each year and delivery within these budgets is effectively managed by the Advisory Group.	Complete
	User Groups and business representatives are engaged in the development of the Major Enhancement Annual Roadmap.	Complete Representatives from all IRIS councils have been actively involved in developing the enhancement roadmap.
Financial	RSHL will operate within 5% (plus or minus) of its shareholder approved annual budget.	Achieved Spend on capital development has been reduced in favour of operational spend to identify the eventual replacement for IRIS. ReCoCo activity continues to be unpredictable, although this does not impact on RSHL balance sheet. <b>All variations to budget have been approved by the Board.</b>
	Annual charges for shareholders and customers to be at level approved by the Board and Shareholder Councils based upon the approved operating budget and budgets for major and minor enhancements.	Complete

## Regional Software Holdings Ltd—Annual Report to 30 June 2020



Performance Measures		For the period ending 31 July 2020
	Monitor the regional council sector market and explore/respond to opportunities to expand the customer and/or shareholder base of RSHL. <i>(Applies once in 3 year period)</i>	Complete ReCoCo has helped to extend the customer base of RSHL with all 16 councils in the sector engaged in one or more projects. In addition, 11 councils are working with RSHL to identify the eventual replacement for IRIS.
	Consider, evaluate and, if appropriate, implement new service areas or areas outside of the current scope of IRIS <sup>1</sup>	Complete This is being achieved through the ReCoCo initiative.
	Be a service delivery agent for wider regional council sector and related bodies information management projects (ReCoCo) and related shared services. Projects to be delivered on time and on budget as agreed in each of the Statements of Work between RSHL and the Regional Council Corporate Services SIG.	Complete RSHL currently has 10 ReCoCo initiatives under management and several initiatives in development with the SIGs. RSHL has been engaged to manage the delivery of all sector shared work programmes under the Sector Shared Finance System initiative.

<sup>1</sup> Consider does not mean commit to do, but to identify & evaluate one or more opportunities



## Shareholdings & Directors

Regional Software Holdings Limited (RSHL) was formed on 17 October 2012. At the time of formation, the company issued 10,000 shares to its shareholders based on a previously agreed sizing formula. The following shareholding was agreed:

Shareholder	Percentage	# of shares
Waikato Regional Council	32.75%	3,275
Northland Regional Council	16.75%	1,675
Horizons Regional Council	15.50%	1,550
Taranaki Regional Council	15.50%	1,550
Southland Regional Council	15.50%	1,550
West Coast Regional Council	4.00%	400

The Directors appointed for the period that this report covers were:

Director Appointed By	
Mike Nield (Chairman)	Taranaki Regional Council
John Crane	Waikato Regional Council
Malcolm Nicolson	Northland Regional Council
Ged Shirley	Horizons Regional Council
Les Gibbs	West Coast Regional Council
Neil Selman	Southland Regional Council
Asbjorn Aakjaer	Independent.

**Regional Software Holdings Ltd—Annual Report to 30 June 2020**





Council  
Collaboration  
Into Action

PO Box 1007, Palmerston North



**Date** 19 October 2020

**Subject:** **Taranaki Stadium Trust 2019/2020 Annual Report**

**Approved by:** M J Nield, Director - Corporate Services  
S J Ruru, Chief Executive

**Document:** 2599737

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### **Purpose**

1. The purpose of this memorandum is to receive and consider the Taranaki Stadium Trust's *2019/2020 Annual Report*.

### **Recommendations**

That the Taranaki Regional Council:

- a) receives the Taranaki Stadium Trust's *2019/2020 Annual Report*.

### **Background**

2. The Council took over control of the Taranaki Stadium Trust on 27 June 2013. As such, the Trust is a council-controlled organisation of the Council.
3. The purpose of the Trust is to promote the effective and efficient maintenance, development, management, operation and promotion of Yarrow Stadium as a community asset used for recreation, sporting and cultural activities for the benefit of the people of Taranaki, working in particular with the Taranaki Regional Council and the New Plymouth District Council.
4. Council-controlled organisations are required to produce an audited annual report within three months of the completion of each financial year.

### **Discussion**

5. The Taranaki Stadium Trust has prepared, and has had audited, its *2019/2020 Annual Report* – refer attached.
6. The Trust, the New Plymouth District Council and the Taranaki Regional Council have a partnership arrangement for the operation and the development, maintenance and enhancement of the Yarrow Stadium facilities. Under the Trust's Deed and the Management Agreement between the Trust and the New Plymouth District Council, the New Plymouth District Council operates and funds the operations of Yarrow Stadium.

The Taranaki Regional Council funds, via the Trust, the long-term maintenance and development of Yarrow Stadium.

7. This partnership for funding and operating/maintaining/developing assists in maintaining Yarrow Stadium as a premier regional sports and events venue.
8. Yarrow Stadium operated in a limited capacity, with both stands being closed, as they are earthquake prone buildings. There continued to be a range of events and activities at the Stadium, notably Taranaki's National Provincial Championship home games.
9. The response to the earthquake assessments was, primarily, to protect public safety for patrons and staff. The East Stand has been assessed at 10% of new building standard (NBS) and the West Stand at 20% of NBS. At these levels, the public cannot use the stands, as they are earthquake prone buildings. By closing the West Stand seating, the NBS rating increased to 45%. At this level, the hospitality, media and amenity rooms at the top of the stand can be used safely.
10. The Trust and the Council, through the *2019/2020 Annual Plan* process, agreed on a \$50m repair and refurbishment project to return Yarrow Stadium to its previous status as the nation's top regional venue.
11. Yarrow Stadium is well regarded nationally and internationally and, as such, the Taranaki Stadium Trust is committed to getting Yarrow Stadium fully operational as soon as is practicable. The Trust shares the Taranaki Regional Council's vision for Yarrow Stadium, being:
  - The best regional stadium in New Zealand that regularly hosts national and international sports and entertainment events.
  - A stadium for both major events and community events and the premier outdoor field for team sports codes.
  - A stadium that is loved by sports fans and the local community.
  - A stadium that is a quality experience for event promoters, participants and spectators, which is achieved through superior event facilities, presentation and management and through the early adoption and smart use of technology.
12. The Council's repair and refurbishment project will include:
  - Repairs to the earthquake-prone grandstands and consequential changes.
  - Important refurbishments including additional food and beverage outlets and toilets, technology upgrades, LED pitch lighting, car park improvements, maintenance and grounds storage sheds, gate improvements, new South Terrace seating and reinstatement of Field 1.
13. The Trust and the Council will also ask the Yarrow Stadium operator, New Plymouth District Council, to seek ways to encourage increased use of the facility by a wider range of sporting and non-sporting organisations.
14. Work on implementing the repair and refurbishment project has commenced and is due to be completed in the next two to three years. The initial focus is on the repair of the West Stand.
15. The Trust's 2019/2020 funding was focussed around the delivery of the repair and refurbishment project. A significant amount of work has been undertaken on the detailed investigations and design work ahead of going to the market to seek contractors to undertake the work. To date the project spend is \$2.9m.



16. The Covid-19 pandemic, and its impact on professional events and sport, delayed the implementation of the project. This presented the Trust and the Council with the opportunity to apply for Government “shovel-ready” funding for the repair and refurbishment project. This application was successful to the tune of \$20m. This is excellent news for both the project and Taranaki ratepayers, as this funding will directly reduce ratepayer obligations.
17. The delivery of the repair and recovery programme will require the Trust to borrow up to \$30m from the Council (in addition to the existing \$5m loan facility). The servicing of this debt will come from rates sourced Council funding.
18. The assessment of the two stands as earthquake prone buildings has required the Trust to reassess the value of those stands. This is a complex process as there are many unknowns in the future uses and/or repair of the stands. Consequently, the Trust has taken a conservative approach to the carrying value of the two stands and has written down the value of those assets by \$17.4m.
19. Similar to last year, the Trust’s auditors have issued an unmodified audit opinion on the Trust’s annual report except for the assessment of the impairment of the two stands. They note:
  - *In 2017/18 an impairment of \$15.5 million resulting from a detailed seismic assessment carried out in 2017/2018 was recognised relating to the Eastern and Western Stands of Yarrow Stadium that is disclosed in Note 6 of the financial statements. In the current year, a valuation was obtained which identified further impairment, amounting to \$1.9m based on circumstances known to date. The valuation considered the unimpaired depreciated replacement cost but concluded that the value was significantly impaired due to the restoration costs being similar in value. However there was limited information on the consideration of the restoration costs. For this reason, there are limited audit procedures that we can adopt to independently confirm the reasonableness of the asset value as at 30 June 2020.*
20. The auditor is correctly noting that there is insufficient information to form an opinion on whether the impairment assessment is too much, too little or about right.
21. Yarrow Stadium and the Trust faces some challenging times ahead as the goal of returning the Stadium to full operational use is implemented.

### **Decision-making considerations**

22. Part 6 (Planning, decision-making and accountability) of the *Local Government Act 2002* has been considered and documented in the preparation of this agenda item. The recommendations made in this item comply with the decision-making obligations of the Act.

### **Financial considerations—LTP/Annual Plan**

23. This memorandum and the associated recommendations are consistent with the Council’s adopted Long-Term Plan and estimates. Any financial information included in this memorandum has been prepared in accordance with generally accepted accounting practice.

### **Policy considerations**

24. This memorandum and the associated recommendations are consistent with the policy documents and positions adopted by this Council under various legislative frameworks including, but not restricted to, the *Local Government Act 2002*, the *Resource Management Act 1991* and the *Local Government Official Information and Meetings Act 1987*.

### **Iwi considerations**

25. This memorandum and the associated recommendations are consistent with the Council's policy for the development of Māori capacity to contribute to decision-making processes (schedule 10 of the *Local Government Act 2002*) as outlined in the adopted long-term plan and/or annual plan. Similarly, iwi involvement in adopted work programmes has been recognised in the preparation of this memorandum.

### **Legal considerations**

26. This memorandum and the associated recommendations comply with the appropriate statutory requirements imposed upon the Council.

### **Appendices/Attachments**

Document 2567882: Taranaki Stadium Trust 2019/2020 Annual Report

Document 2599629: Taranaki Stadium Trust 2019/2020 Annual Report: Audit Opinion



# Taranaki Stadium Trust



## Taranaki Stadium Trust 2019/2020 ANNUAL REPORT

## **VISION FOR YARROW STADIUM**

*The best regional stadium in New Zealand that regularly hosts national and international sports and entertainment events.*

*A stadium for both major events and community events and the premier outdoor field for team sports codes.*

*A stadium that is loved by sports fans and the local community.*

*A stadium that is a quality experience for event promoters, participants and spectators, which is achieved through superior event facilities, presentation and management and through the early adoption and smart use of technology.*

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Document 2567882

## Entity information for the Year Ended 30 June 2020

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### Legal name

Taranaki Stadium Trust

### Type of entity and legal basis

The Taranaki Stadium Trust (the Trust) is a charitable trust incorporated in New Zealand under the Charitable Trusts Act 1957 and is domiciled in New Zealand. The Trust is controlled by the Taranaki Regional Council and is a Council Controlled Organisation as defined under section 6 of the Local Government Act 2002, by virtue of the Council's right to appoint the Board of Trustees.

### The Trust's purpose

The purpose of the Trust is to promote the effective and efficient maintenance, development, management, operation and promotion of Yarrow Stadium as a community asset used for recreation, sporting and cultural activities for the benefit of the people of Taranaki, working in particular with the Taranaki Regional Council and the New Plymouth District Council.

### Structure of the Trust's operations, including governance arrangements

The Trust comprises a Board of two Trustees who oversee the governance of the Trust. The Trustees are appointed by the Taranaki Regional Council. The Trust does not employ any staff. All the Trust's administrative and support services are undertaken by the Taranaki Regional Council. The operation of Yarrow Stadium is undertaken by the New Plymouth District Council pursuant to a Management Agreement.

### Main sources of the Trust's cash and resources

Operating grants received from the Taranaki Regional Council are the primary sources of funding to the Trust.

### Outputs

Refer to the statement of service performance.



## Trustee's Report

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The Trustees are pleased to present the Taranaki Stadium Trust's 2019/2020 Annual Report.

The purpose of the Trust is to promote the effective and efficient maintenance, development, management, operation and promotion of Yarrow Stadium as a community asset used for recreation, sporting and cultural activities for the benefit of the people of Taranaki, working in particular with the Taranaki Regional Council and the New Plymouth District Council.

The Trust, the New Plymouth District Council and the Taranaki Regional Council have a partnership arrangement for the operation and the development, maintenance and enhancement of the Yarrow Stadium facilities. Under the Trust's Deed and the Management Agreement between the Trust and the New Plymouth District Council, the New Plymouth District Council operates and funds the operations of Yarrow Stadium. The Taranaki Regional Council funds, via the Trust, the long-term maintenance and development of Yarrow Stadium.

This partnership for funding and operating, maintaining and developing is designed to maintain Yarrow Stadium as a premier regional sports and events venue.

### Highlights

Yarrow Stadium operated in a limited capacity as both the stands were closed as they are earthquake prone buildings. There continued to be a range of events and activities at the Stadium, notably Taranaki's National Provincial Championship home games.

The response to the earthquake assessments was, first and foremost, to protect public safety for patrons and staff. The East Stand has been assessed at 10% of new building standard (NBS) and the West Stand at 20% of NBS. At these levels, the Stands cannot be used by the public as they are earthquake prone buildings. By closing the West Stand seating, the NBS rating increased to 45%. At this level the hospitality, media and amenity rooms at the top of the Stand are able to be used safely.

The Trust and the Taranaki Regional Council, through their 2019/2020 Annual Plan process, agreed on a \$50m repair and refurbishment project to return Yarrow Stadium to its previous status as the nation's top regional venue.

Yarrow Stadium is well regarded nationally and internationally and, as such, the Taranaki Stadium Trust is committed to getting Yarrow Stadium fully operational as soon as is practicable. The Trust shares the Taranaki Regional Council's vision for Yarrow Stadium, being:

*The best regional stadium in New Zealand that regularly hosts national and international sports and entertainment events.*

*A stadium for both major events and community events and the premier outdoor field for team sports codes.*

*A stadium that is loved by sports fans and the local community.*

*A stadium that is a quality experience for event promoters, participants and spectators, which is achieved through superior event facilities, presentation and management and through the early adoption and smart use of technology.*

The Council's repair and refurbishment project will include:

- Repairs to the earthquake-prone grandstands and consequential changes.
- Important refurbishments including additional food and beverage outlets and toilets, technology upgrades, LED pitch lighting, car park improvements, maintenance and grounds storage sheds, gate improvements, new South Terrace seating and reinstatement of Field 1.

The Trust and the Council will also ask the Yarrow Stadium operator, New Plymouth District Council, to seek ways to encourage increased use of the facility by a wider range of sporting and non-sporting organisations.



## Trustee's Report

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Work on implementing the repair and refurbishment project has commenced and is due to be completed in the next two to three years. The initial focus is on the repair of the West Stand.

### Financial Highlights

The Trust's 2019/2020 funding was focussed around the delivery of the repair and refurbishment project. A significant amount of work has been undertaken on the detailed investigations and design work ahead of going to the market to seek contractors to undertake the work. To date the project spend is \$2.9m.

The Covid-19 pandemic, and its impact on professional events and sport, delayed the implementation of the project. This presented the Trust and the Taranaki Regional Council with the opportunity to apply for Government "shovel-ready" funding for the repair and refurbishment project. This application was successful to the tune of \$20m. This is excellent news for both the project and Taranaki ratepayers, as this funding will directly reduce ratepayer obligations.

The delivery of the repair and recovery programme will require the Trust to borrow up to \$30m from the Taranaki Regional Council (in addition to the existing \$5m loan facility). The servicing of this debt will come from rates sourced Taranaki Regional Council funding.

### Looking Ahead

Yarrow Stadium and the Trust faces some challenging times ahead as the goal of returning the Stadium to full operational use is implemented.



**Elvise Van Der Leden**  
Trustee  
22 September 2020



**Michael Nield**  
Trustee  
22 September 2020



## Statement of Service Performance

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### Performance Targets

The performance of Taranaki Stadium Trust has been judged against the following measures:

*The presence of a Management Agreement with the New Plymouth District Council for the operation of the Stadium*

An agreement for the management and operation of Yarrow Stadium, between the Trust and the New Plymouth District Council, is in place. The original agreement for the Council to manage and operate the stadium was signed in 2004 and the latest renewal came into effect from 27 June 2013. New Plymouth District Council operated Yarrow Stadium in accordance with the Management Agreement during 2019/2020.

*The provision of funding for a programme of agreed maintenance and long-term development of the Stadium. The programme of maintenance and long-term development is to be agreed upon by the Taranaki Regional Council and the New Plymouth District Council.*

The Taranaki Regional Council has approved a \$50m repair and refurbishment project for Yarrow Stadium. The New Plymouth District Council and the Taranaki Regional Council have agreed upon a long-term maintenance and development programme for the ten years from 2016/2017 to 30 June 2025. The Taranaki Regional Council provided funding of \$3,942,708 to the Taranaki Stadium Trust.

Asset management planning for Yarrow Stadium is on hold while the repair and refurbishment project is delivered. Funding has been used to deliver the repair and refurbishment project. The focus has been on getting the Stadium operational again.



### Statement of Financial Performance for the Year Ended 30 June 2020

	Notes	Actual \$ 2019/2020	Actual \$ 2018/2019
<b>Revenue</b>			
Council funding	1	3,942,719	876,000
Interest revenue		69	378
Donated plant and equipment	1	41,262	1,217,405
<b>Total revenue</b>		<b>3,984,050</b>	<b>2,093,783</b>
<b>Expenses</b>			
Depreciation	6	978,477	882,497
Finance expenses	2	149,183	159,483
Other expenses	3	606,172	132,184
Losses on revaluation of buildings	6	1,890,148	-
<b>Total expenses</b>		<b>3,623,980</b>	<b>1,174,164</b>
<b>Surplus/(deficit)</b>		<b>360,070</b>	<b>919,619</b>
<b>Other comprehensive revenue</b>			
Gains on revaluation of land	6	380,000	-
<b>Total other comprehensive income</b>		<b>380,000</b>	<b>-</b>
<b>Total comprehensive income/(deficit)</b>		<b>740,070</b>	<b>919,619</b>
Total comprehensive income/(deficit) attributable to: Taranaki Regional Council		740,070	919,619
<b>Total comprehensive income/(deficit)</b>		<b>740,070</b>	<b>919,619</b>

### Statement of Changes in Equity for the Year Ended 30 June 2020

	Notes	Actual \$ 2019/2020	Actual \$ 2018/2019
Balance at 1 July		12,109,734	11,190,115
Surplus/(deficit) for the year		360,070	919,619
Other comprehensive income		380,000	-
<b>Total comprehensive income/(deficit)</b>		<b>740,070</b>	<b>919,619</b>
<b>Balance at 30 June</b>	<b>4</b>	<b>12,849,804</b>	<b>12,109,734</b>

The accompanying notes form part of these financial statements.

**Statement of Financial Position as at 30 June 2020**

	Notes	Actual \$ 2019/2020	Actual \$ 2018/2019
<b>Assets</b>			
<b>Current assets</b>			
Cash and cash equivalents	5	11,558	9,401
Debtors and other receivables	7	4	1
Total current assets		11,562	9,402
<b>Non-current assets</b>			
Property, plant and equipment	6	17,337,870	18,763,671
Total non-current assets		17,337,870	18,763,671
<b>Total assets</b>		<b>17,349,432</b>	<b>18,773,073</b>
<b>Liabilities</b>			
<b>Current liabilities</b>			
Creditors and other payables	8	344,315	2,748,049
Borrowings	9	4,155,313	3,915,290
Total current liabilities		4,499,628	6,663,339
<b>Total liabilities</b>		<b>4,499,628</b>	<b>6,663,339</b>
<b>Net assets</b>		<b>12,849,804</b>	<b>12,109,734</b>
<b>Equity</b>			
Accumulated funds	4	11,499,804	11,139,734
Asset Revaluation Reserve	4	1,350,000	970,000
<b>Total equity attributable to the Trust</b>	<b>4</b>	<b>12,849,804</b>	<b>12,109,734</b>

The accompanying notes form part of these financial statements.

### Statement of Cash Flows for the Year Ended 30 June 2020

	Notes	Actual \$ 2019/2020	Actual \$ 2018/2019
<b>Cash flows from (used in) operating activities</b>			
Taranaki Regional Council		3,942,719	876,000
Interest received		66	391
Payments to suppliers		(349,020)	(212,380)
Interest paid		(149,170)	(159,483)
Goods and services tax (net)		105,663	-
<b>Net cash from (used in) operating activities</b>	<b>10</b>	<b>3,550,258</b>	<b>504,528</b>
<b>Cash flows from (used in) investing activities</b>			
Purchase of property, plant and equipment		(3,788,124)	(723,475)
<b>Net cash from (used in) investing activities</b>		<b>(3,788,124)</b>	<b>(723,475)</b>
<b>Cash flows from (used in) financing activities</b>			
Applied to borrowings		(3,759,977)	(34,983)
Provided from borrowings		4,000,000	-
<b>Net cash from (used in) financing activities</b>		<b>240,023</b>	<b>(34,983)</b>
Net (decrease)/increase in cash and cash equivalents		2,157	(253,930)
Opening cash and cash equivalents		9,401	263,331
<b>Closing cash and cash equivalents</b>	<b>5</b>	<b>11,558</b>	<b>9,401</b>

The goods and services tax (net) component of operating activities reflects the net GST paid and received with the Inland Revenue Department. The GST (net) component has been presented on a net basis, as the gross amounts do not provide meaningful information for financial statement purposes.

The accompanying notes form part of these financial statements.

## Notes to the Financial Statements

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### Statement of accounting policies

#### Reporting entity

The Taranaki Stadium Trust (the Trust) is a charitable trust incorporated in New Zealand under the *Charitable Trusts Act 1957* and is domiciled in New Zealand. The Trust is controlled by the Taranaki Regional Council and is a Council Controlled Organisation as defined under section 6 of the *Local Government Act 2002*, by virtue of the Council's right to appoint the Board of Trustees.

Rather than making a financial return, the primary objective of the Trust is to promote the effective and efficient maintenance, development, management, operation and promotion of Yarrow Stadium as a community asset used for recreation, sporting and cultural activities for the benefit of the people of Taranaki, working in particular with the Taranaki Regional Council and the New Plymouth District Council. The Trust has elected to apply PBE SFR-A (PS) Public Benefit Entity Simple Format Reporting – Accrual (Public Sector) on the basis that the Trust does not have public accountability (as defined) and has total annual expenses of less than \$2 million.

The financial statements of the Trust are for the year ended 30 June 2020. The financial statements were authorised for issue by the Board of Trustees on 22 September 2020.

#### Basis of preparation

##### *Measurement base*

The financial statements have been prepared on a historical costs basis, modified by the revaluation of certain fixed assets.

##### *Functional and presentation currency*

The financial statements are presented in New Zealand dollars and all values are rounded to the nearest dollar. The functional currency of the Trust is New Zealand dollars.

##### *New and amended accounting standards adopted*

There have been no new or amended accounting standards adopted for the year ended 30 June 2020.

##### *Changes in accounting policies*

There have been no changes in accounting policies for the year ended 30 June 2020.

### Significant accounting policies

The following is a summary of the significant accounting policies, adopted by the Trust, in the preparation of these financial statements.

#### *Goods and services tax*

The Trust is registered for Goods and Services Tax (GST). The financial statements have been prepared exclusive of GST, with the exception of receivables and payables, which are stated inclusive of GST. The net amount of GST, recoverable from or payable to the Inland Revenue Department (IRD), is included as part of receivables or payables, in the statement of financial position. The net amount of GST, paid to or received from the IRD, is classified as an operating cash flow, in the statement of cash flows.

## Notes to the Financial Statements

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### **Revenue**

Council grants are recognised as revenue when the funding is received unless there is an obligation to return the funds if conditions of the grant are not met ("use or return condition"). If there is such an obligation, the grant is initially recorded as a liability and recognised as revenue when conditions of the grant are satisfied.

Interest revenue is recorded as it is earned during the year.

Revenue from donated assets is recognised upon receipt of the asset if the asset has a useful life of 12 months or more, and the value of the asset is readily obtainable and significant.

### **Cash and cash equivalents**

Cash and cash equivalents includes cash on hand, deposits held at call with banks with original maturities of 3 months or less, and bank overdrafts. Bank overdrafts are shown within borrowings, as a current liability, in the statement of financial position.

### **Investments**

Investments comprise investments in terms deposits with banks. Deposits with banks are initially recorded at the amount paid. If it appears that the carrying amount of the investment will not be recovered, it is written down to the expected recoverable amount.

### **Debtors and other receivables**

Debtors are initially recorded at the amount owed. When it is likely the amount owed (or some portion) will not be collected, a provision for impairment is recognised and the loss is recorded as a bad debt expense.

### **Property, plant and equipment**

Property, plant, and equipment is recorded at cost, less accumulated depreciation and impairment losses with the exception of land and buildings which is recorded at valuation. Donated assets are recognised upon receipt of the asset if the asset has a useful life of 12 months or more, and the current value of the asset is readily obtainable and significant. Significant donated assets for which current values are not readily obtainable are not recognised. For an asset to be sold, the asset is impaired if the market price for an equivalent asset falls below its carrying amount. For an asset to be used by the Trust, the asset is impaired if the value to the Trust in using the asset falls below the carrying amount of the asset.

Work in progress is recorded at cost. Cost includes expenditure which is directly attributable to the acquisition of an asset. Capital work in progress is not depreciated.

### **Accounting for revaluations**

The Trust elects to apply PBE IPSAS 17 *Property, Plant and Equipment* for the purposes of accounting for revaluations.

When an item of property, plant and equipment is revalued, any accumulated depreciation, at the date of the revaluation, is eliminated against the gross carrying amount of the asset. Then, the net amount is restated, to reflect the revaluation.

If the carrying amount of an item of property, plant and equipment increases, as the result of a revaluation, the increase shall be recognised in the asset revaluation reserve, within other comprehensive income. However, the increase shall be recognised in the surplus or deficit, to the extent that it reverses a revaluation decrease, of the same class of assets, previously recognised in the surplus or deficit.

If the carrying amount of an item of property, plant and equipment decreases, as the result of a revaluation, the decrease shall be recognised in the surplus or deficit. However, the decrease shall be recognised in the asset revaluation reserve, within other comprehensive income, to the extent of any credit balance in the revaluation reserve, in relation to that asset class.

## Notes to the Financial Statements

Revaluations of property, plant and equipment are accounted for on a class-of-asset basis.

In accordance with the Trust's Statement of Intent for the year to 30 June 2020, property, plant and equipment is revalued on a three yearly cycle, with the latest occurring as at 30 June 2020.

### **Additions**

The cost of an item of property, plant and equipment is recognised as an asset if, and only if, it is probable that future economic benefits or service potential, associated with the item, will flow to the Trust, and the cost of the item can be measured reliably. In most instances, an item of property, plant and equipment will be recognised at cost. Where an asset is acquired at no cost, or for a nominal cost, it will be recognised at fair value as at the acquisition date.

### **Disposals**

Gains and losses on disposal are determined by comparing proceeds received, with the carrying amount of the asset. Gains and losses on disposal are included in the surplus or deficit. When revalued assets are sold, amounts included in the asset revaluation reserve, in relation to those assets, will be transferred to accumulated funds.

### **Subsequent costs**

Costs incurred subsequent to initial acquisition are capitalised if, and only if, it is probable that future economic benefits or service potential, associated with the item, will flow to the Trust, and the cost of the item can be measured reliably.

### **Impairment of property, plant and equipment**

The carrying values of property, plant and equipment are reviewed annually for impairment, with reference to internal and external factors which may indicate the carrying value exceeds depreciated replacement cost. The Trust elects to apply *Impairment of Revalued Assets including Amendments to PBE IPSASs 21 and 26* for the purposes of the impairment recognised in note 6. Any significant impairment is recognised by writing the assets down to their depreciated replacement cost and charging the impairment to the relevant revaluation reserve or to the surplus or deficit, where there is no revaluation reserve. If an asset's carrying value exceeds its recoverable amount, the asset is impaired, and the carrying amount is written down to the recoverable amount. In relation to revalued assets, the impairment loss is recognised against the revaluation reserve, for that asset class. Where that results in a debit balance, in the revaluation reserve, the balance is recognised in the surplus or deficit. In relation to assets that are not revalued, the total impairment is recognised in the surplus or deficit.

### **Depreciation and amortisation expense**

Depreciation is provided on a straight-line basis, at rates that will write-off the cost or valuation of assets, to their estimated residual values, over their useful lives. The rates of depreciation are as follows:

Buildings	1.25% to 6.67% per annum
Furniture, fittings and equipment	6.67% to 25.00% per annum
Office Equipment	15.00% to 30.00% per annum

The residual value and the useful life of an asset is reviewed, and adjusted if applicable, at the end of each financial year.

### **Creditors and other payables**

Creditors and accrued expenses are measured at the amount owed.

### **Income tax**

The Trust has been granted Charitable Status by the IRD and therefore, is exempt from income tax.

### **Loans**

Loans are recognised at the amount borrowed from the lender. Loan balances include any interest accrued at year-end that has not yet been paid.

## Notes to the Financial Statements

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### *Critical accounting estimates and assumptions*

In preparing these financial statements, the Trust has made estimates and assumptions concerning the future. These estimates and assumptions may differ from the actual results.

Estimates and assumptions are continually evaluated, and are based on historical experience and other factors, including expectations of future events that are believed to be reasonable under the circumstances. The estimates and assumptions that have a significant risk of causing a material adjustment to the value of assets and liabilities, within the next financial year, are discussed below:

Property, plant and equipment useful lives and residual values:

At each balance date, the Trust reviews the useful lives and residual values of its property, plant and equipment. To assess whether the useful lives and residual values are appropriate, the Trust considers a number of factors, such as, the physical condition of the asset, the expected period of use of the asset, and the expected disposal proceeds, from future sale of the asset.

An incorrect estimate of the useful life or residual value will impact on the depreciable amount of an asset and will therefore, impact depreciation expense in the statement of comprehensive income, and the carrying amount of the asset in the statement of financial position. The Trust minimises the risk of this uncertainty through physical inspection of assets.

### *Going concern*

The financial statements are prepared on the assumption that the Trust will continue to operate in the foreseeable future. As at 30 June 2020, the Trust's current liabilities exceeded its current assets by \$4,488,066. This is mainly the result of \$155,313 of borrowings from a revolving facility, the \$4,000,000 of borrowings from Taranaki Regional Council and \$129,578 of payables relating to the repair and refurbishment project. The Trust is funded by Taranaki Regional Council to maintain Yarrow Stadium as a community asset.

Taranaki Regional Council has provided a letter of support to ensure that the Trust will continue to be provided financial support to enable it to pay its debts as they fall due. Taranaki Regional Council have also secured the funding that is required to repair the assets and the stadium as outlined in the Taranaki Regional Council 2019/2020 and 2020/2021 Annual Plans.

On 11 March 2020, the World Health Organisation declared a global pandemic as a result of the outbreak and spread of COVID-19. In response, New Zealand has moved through different alert levels with differing levels of restrictions on domestic activity.

The Trust has considered the impact of COVID-19 in respect of its status as a going concern. COVID-19 delayed the implementation of the repair and refurbishment project, thus providing the opportunity for the Taranaki Regional Council to apply for Government "shovel-ready" funding. This application was successful to the tune of \$20m which will reduce the debt cost to the Trust in future years. The Trust was able to continue operating throughout the different pandemic alert levels and COVID-19 has resulted in no impact on liquidity and working capital. There has been no impact on access to capital. The Trust is well positioned to maintain its financial position and to continue operating through this time of business uncertainty.



## Notes to the Financial Statements

### 1. Income

	Actual \$ 2019/2020	Actual \$ 2018/2019
Annual grant from the Taranaki Regional Council	3,942,719	876,000
Donated plant and equipment	41,262	1,217,405

Donated goods or services not recognised:

During the year, the Trust received professional accounting and secretarial services from the Taranaki Regional Council at no charge.

### 2. Finance Expenses

	Actual \$ 2019/2020	Actual \$ 2018/2019
Interest - TSB	108,784	159,483
Interest – Taranaki Regional Council	40,399	-
Total finance expenses	149,183	159,483

### 3. Other Expenses

	Actual \$ 2019/2020	Actual \$ 2018/2019
Audit fees for financial statement audit	16,300	10,839
Bank charges	190	148
Charities commission	44	44
Insurance	68,911	65,316
Loss on disposal of buildings	284,280	-
General expenses	188,067	-
Stadium repairs and maintenance	48,380	55,837
Total other expenses	606,172	132,184

### 4. Equity

	Actual \$ 2019/2020	Actual \$ 2018/2019
Accumulated funds		
Balance at 1 July	11,139,734	10,220,115
Surplus/(deficit) for the year	360,070	919,619
Other comprehensive income/(deficit)	380,000	-
Transfers to asset revaluation reserve	(380,000)	-
Balance at 30 June	11,499,804	11,139,734
Asset revaluation reserve		
Balance at 1 July	970,000	970,000
Movement in the asset revaluation reserve	380,000	-
Balance at 30 June	1,350,000	970,000
Total equity	12,849,804	12,109,734

## Notes to the Financial Statements

### 5. Cash and cash equivalents

	Actual \$ 2019/2020	Actual \$ 2018/2019
TSB Bank current account	8,243	6,121
TSB Bank on call account	3,315	3,280
Total cash and cash equivalents	11,558	9,401

The carrying value of cash and cash equivalents approximates their fair value.

### 6. Property, plant and equipment

	Actual \$ 2019/2020	Actual \$ 2018/2019
<u>Land at valuation</u>		
Carrying amount at 1 July	3,120,000	3,120,000
Additions	-	-
Revaluation	380,000	-
Carrying amount at 30 June	3,500,000	3,120,000
<u>Furniture, fittings and equipment</u>		
Cost at 30 June previous year	3,016,940	896,648
Accumulated depreciation	(960,741)	(389,254)
Net book value previous year	2,056,199	507,394
Carrying amount at 1 July	2,056,199	507,394
Additions	41,262	2,120,292
Transfers	294,989	-
Depreciation	(664,217)	(571,487)
Carrying amount at 30 June	1,728,233	2,056,199
<u>Buildings at valuation</u>		
Cost at 30 June previous year	13,540,179	13,534,091
Accumulated depreciation	(1,895,588)	(1,584,578)
Net book value previous year	11,644,591	11,949,513
Carrying amount at 1 July	11,644,591	11,949,513
Additions	-	-
Transfers	51,997	7,488
Disposals	-	(1,400)
Depreciation	(314,260)	(311,010)
Revaluation	(1,890,148)	-
Carrying amount at 30 June	9,492,180	11,644,591
<u>Office equipment</u>		
Cost at 30 June previous year	16,430	16,430
Accumulated depreciation	(16,430)	(16,430)
Net book value previous year	-	-

## Notes to the Financial Statements

	Actual \$ 2019/2020	Actual \$ 2018/2019	
Carrying amount at 1 July	-	-	
Additions	-	-	
Disposals	-	-	
Depreciation	-	-	
Carrying amount at 30 June	-	-	
<u>Work in progress</u>			
Cost at 30 June previous year	1,942,881	244,839	
Accumulated depreciation	-	-	
Net book value previous year	1,942,881	244,839	
Carrying amount at 1 July	1,942,881	244,839	
Additions	1,305,842	1,705,530	
Transfers	(346,986)	(7,488)	
Disposals	(284,280)	-	
Depreciation	-	-	
Revaluation	-	-	
Carrying amount at 30 June	2,617,457	1,942,881	
Total property, plant and equipment	17,337,870	18,763,671	
As at 30 June 2020	Cost or Valuation	Accumulated Depreciation	Carrying Amount
Land at valuation	3,500,000	-	3,500,000
Furniture, fittings and equipment at cost	3,340,193	1,611,960	1,728,233
Buildings at valuation	11,528,265	2,036,085	9,492,180
Office equipment at cost	16,430	16,430	-
Work in progress at cost	2,617,457	-	2,617,457
Total property, plant and equipment	21,002,345	3,664,475	17,337,870

### Valuation

TSB Bank holds a restriction over the title of the Trust's property by way of a registered first mortgage over the property at 6 Maratahu Street, New Plymouth. No plant and equipment is pledged as security for liabilities. The land and buildings were valued, as at 30 June 2020, by Mike Drew, registered valuer, TelferYoung (Taranaki) Limited. Land and buildings were adjusted in the financial statements, for the year ending 30 June 2020, to reflect this revaluation. The valuation was performed by TelferYoung (Taranaki) Limited. TelferYoung (Taranaki) Limited are a registered experienced valuer with extensive market knowledge in the types of land and buildings owned by the Taranaki Stadium Trust. The land is valued using market based sales evidence. The land's fair value at 30 June 2020 was \$3,200,000 and gain on revaluation of \$380,000 was recognised in the asset revaluation reserve.

Buildings are valued based on the depreciated replacement cost approach using assumptions the valuer believed to be fair and reasonable at the date of valuation. Due to both the East and West stands being compromised in terms of earthquake strength the valuers have considered the impairment of the stadium assets. Due to the East Stand not being able to be used at all and the cost to earthquake strengthen the building being similar to the unimpaired fair value, there is no value allocated to these improvements. As parts of the West Stand are still useable the majority of its components have been valued at 20% of its unimpaired fair value. The total fair value of the buildings at 30 June 2020 was \$9,492,180. Loss on revaluation of the buildings of \$1,890,148 was recognised in surplus or deficit.

### Background

During the 2017/2018 year, detailed seismic assessments were completed on the East and West Stands of Yarrow Stadium. The assessments indicated that the East Stand was 10% of new building standard and the West Stand was 20% of new building standard. As such both stands were earthquake prone buildings and were closed from use.

## Notes to the Financial Statements

Based upon knowledge as at 30 June 2019, the level of impairment was assessed at 50% for the West Stand (excluding the new hospitality area which was fully operational) and 90% for the East Stand.

The total value of the impairment loss of the East and West Stands that was recognised for the year ended 30 June 2018 was \$15,514,988. \$10,049,235 of the impairment was reversed against previous building revaluations recorded in the asset revaluation reserve, with the remaining balance of \$5,465,753 recognised in surplus or deficit.

The Trust is committed to the repair of the stands and the investigations on the repair options has been completed. The Taranaki Regional Council has approved the repair and refurbishment of Yarrow Stadium. The project will include repairs to the earthquake-prone grandstands and consequential changes. Other important refurbishments include additional food and beverage outlets, toilets, technology upgrades, LED pitch lighting, improvements to the car park and gates, new South Terrace seating and the reinstatement of Field 1.

This work essentially restores what existed, with essential updates. The estimated total cost is \$50 million which will be funded by a \$20m "shovel-ready" grant from the Government and a 25 year loan through Taranaki Regional Council.

A significant amount of work has been undertaken on the detailed investigations and design work ahead of going to market to seek contractors to undertake the work. Physical works to implement the fixes will commence in the 2020/2021 year.

### 7. Debtors and other receivables

	Actual \$ 2019/2020	Actual \$ 2018/2019
TSB Bank interest accrual	4	1
Total debtors and other receivables	4	1

### 8. Creditors and other payables

	Actual \$ 2019/2020	Actual \$ 2018/2019
Audit fee accrual	12,300	5,839
GST payable	135,070	32,850
Trade payables and accruals	196,945	2,709,360
Total creditors and other payables	344,315	2,748,049

Creditors and other payables are non-interest bearing and are normally settled on 30-day terms. Therefore the carrying values approximate their fair value.

### 9. Borrowings

	Actual \$ 2019/2020	Actual \$ 2018/2019
TSB Bank Liberty Revolving credit facility	155,313	3,915,290
Taranaki Regional Council loan	4,000,000	-
Total current liability borrowings	4,155,313	3,915,290

The TSB Bank Liberty Revolving credit facility has a draw down limit of \$5,000,000 and is secured by way of a registered first mortgage over the property at 6 Maratahu Street, New Plymouth. Interest is incurred at a 3.02% variable rate as at 30 June 2020 (2018/2019: 4.17%).

The Taranaki Regional Council loan has a draw down limit of \$35,000,000 and is unsecured. Interest is incurred at a 1.52% variable rate as at 30 June 2020 (2018/2019: nil).

## Notes to the Financial Statements

### 10. Reconciliation of net surplus/(deficit) to net cash from operating activities

	Actual \$	Actual \$
	2019/2020	2018/2019
Surplus/(deficit)	360,070	919,619
<i>Add/(less) non-cash items:</i>		
Depreciation and amortisation expense	978,477	882,497
Loss on disposal of buildings	284,280	-
Losses on revaluation of buildings	1,890,148	
Donated plant and equipment	(41,262)	(1,217,405)
<i>Add/(less) movements in working capital items</i>		
Creditors and other payables	78,548	(176,699)
Debtors and other receivables	(3)	96,516
Net cash from operating activities	3,550,258	504,528

### 11. Related parties

Related-party disclosures have not been made for transactions with related parties that are within a normal supplier or client/recipient relationship on terms and conditions no more or less favourable than those that it is reasonable to expect the Trust would have adopted in dealing with the party at arm's length in the same circumstances.

The Taranaki Regional Council is deemed to be a related party of Taranaki Stadium Trust. The Trust has a \$4,000,000 loan from the Council as at 30 June 2020. (2018/2019: nil).

The Trust owns Yarrow Stadium, but, the New Plymouth District Council manages and operates the Stadium, in accordance with a Management Agreement, between the two parties. In relation to the year ending 30 June 2020, no debts between the parties were written off or forgiven, and no transactions took place between the parties at nil or nominal value. The Trust does not have any employees. No Trustee fees were paid during the year.

### 12. Capital commitments

There are no capital commitments as at 30 June 2020 (2018/2019: nil).

### 13. Contingent liabilities

There are no contingent liabilities at 30 June 2020 (2018/2019: nil).

### 14. Contingent assets

There are no contingent assets at 30 June 2020 (2018/2019: nil).

### 15. Events after the balance sheet date

The Trust has no material events subsequent to balance date. (2018/2019 – Nil).

## Trust Directory

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### Taranaki Stadium Trust

Nature of business:	Charitable Trust
Trustees:	Elvisa Van Der Leden Michael Nield
Trust Settlement Date:	23 December 1999
Address:	C/- Taranaki Regional Council Private Bag 713 Stratford 47 Cloten Road Stratford
Bankers:	TSB Bank New Plymouth
Solicitors	Till Henderson Stratford
Auditors:	Melissa Youngson Deloitte Limited on behalf of the Auditor-General



## INDEPENDENT AUDITOR'S REPORT

### TO THE READERS OF TARANAKI STADIUM TRUST'S FINANCIAL STATEMENTS AND STATEMENT OF SERVICE PERFORMANCE FOR THE YEAR ENDED 30 JUNE 2020

The Auditor-General is the auditor of Taranaki Stadium Trust (the 'Trust'). The Auditor-General has appointed me, Melissa Youngson, using the staff and resources of Deloitte Limited, to carry out the audit of the financial statements and statement of service performance of the Trust on his behalf.

#### Opinion

We have audited:

- the financial statements of the Trust on pages 5 to 16, that comprise the statement of financial position as at 30 June 2020, the statement of financial performance, statement of changes in equity and statement of cash flows for the year ended on that date and the notes to the financial statements that include accounting policies and other explanatory information; and
- the statement of service performance of the Trust on page 4.

#### Qualified opinion

##### ***Qualified opinion on the financial statements – Limited procedures over the carrying value of Yarrow Stadium***

In our opinion, except for the matter described in the *Basis for our qualified opinion* section of our report, the financial statements of the Trust on pages 5 to 16:

- present fairly, in all material respects:
  - its financial position as at 30 June 2020; and
  - its financial performance and cash flows for the year then ended; and
- comply with generally accepted accounting practice in New Zealand in accordance with Public Benefit Entity Simple Format Reporting – Accrual (Public Sector).

##### ***Unmodified opinion on the statement of service performance***

In our opinion, the statement of service performance of the Trust on page 4 presents fairly, in all material respects, the Trust's actual performance compared against the performance targets and other measures by which performance was judged in relation to the Trust's objectives for the year ended 30 June 2020.

Our audit of the financial statements and statement of service performance was completed on 22 September 2020. This is the date at which our opinion is expressed.

The basis for our qualified opinion is explained below. In addition, we outline the responsibilities of the Trustees and our responsibilities relating to the financial statements and the statement of service performance, we comment on other information and we explain our independence.

#### Basis for our Qualified Opinion

##### ***Carrying value of building assets for Yarrow Stadium***

In 2017/18 an impairment of \$15.5 million resulting from a detailed seismic assessment carried out in 2017/2018 was recognised relating to the Eastern and Western Stands of Yarrow Stadium that is disclosed in Note 6 of the financial statements. In the current year, a valuation was obtained which identified further impairment, amounting to \$1.9m



based on circumstances known to date. The valuation considered the unimpaired depreciated replacement cost but concluded that the value was significantly impaired due to the restoration costs being similar in value. However there was limited information on the consideration of the restoration costs. For this reason, there are limited audit procedures that we can adopt to independently confirm the reasonableness of the asset value as at 30 June 2020.

We carried out our audit in accordance with the Auditor-General's Auditing Standards, which incorporate the Professional and Ethical Standards and the International Standards on Auditing (New Zealand) issued by the New Zealand Auditing and Assurance Standards Board. Our responsibilities under those standards are further described in the Responsibilities of the auditor section of our report.

We have fulfilled our responsibilities in accordance with the Auditor-General's Auditing Standards.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our qualified opinion.

#### **Impact of Covid-19**

Without modifying our opinion, we draw attention to the disclosures about the impact of Covid-19 on the trust as set out in page 11 of the financial statements.

#### **Responsibilities of the Trustees for the financial statements and the statement of service performance**

The Trustees are responsible on behalf of the Trust for preparing financial statements that are fairly presented and that comply with generally accepted accounting practice in New Zealand. The Trustees are also responsible for preparing the statement of service performance for the Trust.

The Trustees are responsible for such internal control as they determine is necessary to enable them to prepare financial statements and statement of service performance that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements and the statement of service performance, the Trustees are responsible on behalf of the Trust for assessing the Trust's ability to continue as a going concern. The Trustees are also responsible for disclosing, as applicable, matters related to going concern and using the going concern basis of accounting, unless the Trustees intend to liquidate the Trust or to cease operations or has no realistic alternative but to do so.

The Trustee's responsibilities arise from the Local Government Act 2002.

#### **Responsibilities of the auditor for the audit of the financial statements and the statement of service performance**

Our objectives are to obtain reasonable assurance about whether the financial statements and the statement of service performance, as a whole, are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit carried out in accordance with the Auditor-General's Auditing Standards will always detect a material misstatement when it exists. Misstatements are differences or omissions of amounts or disclosures, and can arise from fraud or error. Misstatements are considered material if, individually or in the aggregate, they could reasonably be expected to influence the decisions of readers, taken on the basis of these financial statements and statement of service performance.

We did not evaluate the security and controls over the electronic publication of the financial statements and the statement of service performance.





As part of an audit in accordance with the Auditor-General's Auditing Standards, we exercise professional judgement and maintain professional scepticism throughout the audit. Also:

- We identify and assess the risks of material misstatement of the financial statements and the statement of service performance, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- We obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Trust's internal control.
- We evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by the Trustees.
- We evaluate the appropriateness of the reported statement of service performance within the Trust's framework for reporting its performance.
- We conclude on the appropriateness of the use of the going concern basis of accounting by the Trustees and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Trust's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements and the statement of service performance or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Trust to cease to continue as a going concern.
- We evaluate the overall presentation, structure and content of the financial statements and the statement of service performance, including the disclosures, and whether the financial statements and the statement of service performance represent the underlying transactions and events in a manner that achieves fair presentation.

We communicate with the Trustees regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

Our responsibilities arise from the Public Audit Act 2001.

#### **Other Information**

The Trustees are responsible for the other information. The other information comprises the information included on pages 1 to 3, but does not include the financial statements and the statement of service performance, and our auditor's report thereon.

Our opinion on the financial statements and the statement of service performance does not cover the other information and we do not express any form of audit opinion or assurance conclusion thereon.

In connection with our audit of the financial statements and the statement of service performance, our responsibility is to read the other information. In doing so, we consider whether the other information is materially inconsistent with the financial statements and the statement of service performance or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on our work, we conclude that there is a material misstatement of this other information, we are required to report that fact. We have nothing to report in this regard.



### Independence

We are independent of the Trust in accordance with the independence requirements of the Auditor-General's Auditing Standards, which incorporate the independence requirements of Professional and Ethical Standard 1: *International Code of Ethics for Assurance Practitioners* issued by the New Zealand Auditing and Assurance Standards Board.

Other than the audit, we have no relationship with, or interests in, the Trust.

A handwritten signature in black ink, appearing to read "M. Youngson".

**Melissa Youngson**

Deloitte Limited

On behalf of the Auditor-General

Hamilton, New Zealand

## **Executive, Audit & Risk Committee Public Excluded**

In accordance with section 48(1) of the *Local Government Official Information and Meetings Act 1987*, resolves that the public is excluded from the following part of the proceedings of the Executive, Audit and Risk Committee Meeting on Monday 19 October 2020 for the following reason/s:

### **Item 10- Confidential Minutes - 14 September 2020**

*That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.*

### **Item 11 - Yarrow Stadium Update**

*That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information where the withholding of the information is necessary to protect information where the making available of the information would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.*