



Te Kaunihera-ā-Rohe o Ngāmotu

**New Plymouth
District Council**

EXTRAORDINARY AGENDA

KAITAKE COMMUNITY BOARD

**Tuesday 6 April 2021
at 4pm**

Via Zoom

Chairperson	Mr	Doug	Hislop
Deputy	Mr	Graham	Chard
	Mr	Paul	Coxhead
	Mr	Paul	Verić
	Cr	Amanda	Clinton-Gohdes

Community Boards

Role of community boards (s52 Local Government Act 2002)

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

Addressing the community board

Requests for public forum and deputations need to be made at least one day prior to the meeting. The Chairperson has authority to approve or decline public comments and deputations in line with the standing order requirements.

Public Forum

Public Forums enable members of the public to bring matters to the attention of the committee which are not contained on the meeting agenda. The matters must relate to the meeting's terms of reference. Speakers can speak for up to 5 minutes, with no more than two speakers on behalf of one organisation.

Deputations

Deputations enable a person, group or organisation to speak to the meeting on matters contained on the agenda. An individual speaker can speak for up to 10 minutes. Where there are multiple speakers for one organisation, a total time limit of 15 minutes, for the entire deputation, applies.

Purpose of Local Government

The reports contained in this agenda address the requirements of the Local Government Act 2002 in relation to decision making. Unless otherwise stated, the recommended option outlined in each report meets the purpose of local government and:

- Promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

END

HEALTH & SAFETY

APOLOGIES

CONFLICTS OF INTEREST

PUBLIC COMMENT

DEPUTATIONS

None advised

REPORTS

ITEMS FOR DECISION BY KAITAKE COMMUNITY BOARD

- 1 Kaitake Community Board Submission to Long-Term Plan 2021-2031

END

KAITAKE COMMUNITY BOARD SUBMISSION TO LONG-TERM PLAN 2021-2031

PURPOSE

This report advises of the community board submission to the New Plymouth District Council's Long-term Plan 2021-2031.

RECOMMENDATION

That, having considered all matters raised in the report the submission be submitted to the New Plymouth District Council.

APPENDIX

- Kaitake Community Board Submission To Long-Term Plan

Report Details

Prepared By:	Doug Hislop
Team:	Kaitake Community Board
Ward/Community:	South-West/Kaitake
Date:	30 March 2021

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

KAITAKE COMMUNITY BOARD
Submission to the New Plymouth District Council
2021/2031 Draft Long Term Plan



Preamble

The Kaitake Community Board (KCB) makes this submission on behalf of Kaitake Community Ward. The submission is supported by the information gathered from the extensive public consultation carried out in 2020 and the subsequently updated Kaitake Community Plan 2020-2023.

Background information

From the Statistics NZ 2018 census data, there were 360 dwellings in Omata, 684 dwellings in Oakura, and 765 dwellings in the remainder of the Kaitake Ward.

Taking the average rates take across the district of \$2450 our community's rateable dwellings will pay \$4,433,050 per annum. Therefore over the 10-year life of the LTP, the KCB Ward will contribute some \$44,330,500 in rates, not accounting for new dwellings (growth) or other inevitable rates increases, thus taking the total to over \$50m.

Yet in this 10-year plan, there is little of substance guaranteed to be carried out.

We acknowledge there are some inclusions that, in the main, are technical infrastructure items in nature and associated with residential growth. Some others will be covered by staff time but there are no guarantees that these will result in further expenditure in the Kaitake Community Ward. There have been numerous times in past budgets where the words have not translated into reality

The impression continues that our community will not be built or encouraged through the issues and aspirations identified in our comprehensive community plan. The plan, long in gestation is entirely based on New Plymouth District Blueprint - a thirty-year vision, and the Council's Strategic Framework - Building a Lifestyle Capital He Whakatūtū Haupū Rawa Hei Āhua Noho. These foundation strategies were the starting points the KCB used to work continuously and collaboratively with our community to understand the values unique to it. That engagement has established a unified approach and has supported the development of the KCB Community Plan so that it accurately represents the vision the community has for its district. We believed this comprehensive information about the local community would assist and support the NPDC in mapping and achieving its strategic and business objectives, safeguard and maintain its assets and develop an understanding of the impacts of governance decisions upon our local residents, businesses and organisations. If this is not the case what has been the point of spending hundreds of hours following these council strategic objectives?

In this submission, we will set out a small number of essential projects that should be included and budgeted for in the 2021/31 LTP. Every one of these projects has been highlighted through inclusion in the Kaitake Community Plan and its underpinning reports of Ōmata - In The Rural Landscape 2017, Oākura - A Growing Community, Okato - A Connected Community, and the Council's Point of Entry 2020 documentation. The projects are not presented here in any prioritised order.

From the Ōmata community

Background information

Ōmata is the gateway to the rural area from the city, Back Beach and the Sugar Loaf Islands and is home to a rich heritage due to its early Pākehā settlement and role in the Taranaki wars. The close proximity to New Plymouth and Oākura makes Ōmata vulnerable to the risk of overdevelopment, risking the loss of this rural township and the blending of the community into the city. Protecting the rural character of Ōmata is the message the community brings to the Council.

Transport issues

While some of the community’s SH45 and side road intersection issues through Ōmata have been minimised there is still a need to improve safety on all entries and exits to SH45 from Waireka Road, Hurford Road, and Sealy Road.

There is also a need to provide footpaths on SH45 between Beach Road, Waireka Road East and Holloway Road. Also the provision of improved traffic calming processes on Hurford Road.



From the Okato community

Background information

There are a large number of issues in the Okato Township, and the surrounding area, that locals consider should be rectified by NPDC. Those issues have either been detailed in the Kaitake Community Plan and were identified through their contributions via the Plan’s community consultation process or have come to light since that Plan was developed, and have been brought to the attention of the council.

Public scepticism has grown however regarding the commitment of the NPDC towards addressing any concerns in this area of the council district; scepticism that stems from inaction or a lack of progress on any of those issues for a large number of years, or by a lack of awareness of even the most basic of issues on the part of the South West Ward Councillors. This has resulted in wide disillusionment with the whole process.

When pressed however the community was prepared to identify matters they felt should be pursued through every means possible as they revolved around the safety of themselves and their families, and the essentials of life.

It is those issues that have been highlighted as follows.

Address significant traffic safety issues within the Okato Community

- Implement a 70kph speed limit at the southern end of the Hangatahua (Stony River) bridge.
- Implement a 50kph speed restriction into Okato from the Kaihihi Stream Bridge.
- Implement a 70kph speed restriction on Upper Kaihihi Road

Exacerbating factors since the issue was raised in the Kaitake Community Plan

- There has been an increase in population in the area with the migration of elderly two-person households into New Plymouth to be replaced by younger households with children, and from the number of in-fills and new subdivision builds that have been completed in recent years. This has seen more traffic into and out of the Stony River Childcare Centre;
- Work has commenced on the RD1 Farm Source complex on the KaihihiRd/SH45 corner resulting in a large number of construction vehicle movements at that intersection;
- The daytime opening of the Stony River House has generated an increase in the number of vehicles merging onto, and off, SH45;
- The “See New Zealand, Do something new ” campaign has seen significantly greater numbers visiting the Stony River Walkway on Upper Kaihihi Rd;
- The introduction of a ban on “freedom camping” in some areas throughout the region has seen an escalation in the numbers of campers, caravans and the like staying on the Okato Domain;

All of these factors, combined with a noted increase in the speed of many of the vehicles travelling over that section of SH45, have resulted in an escalation in the number of incidents and near misses at the Kaihihi Road/SH45 intersection.

This increased traffic flow has also further highlighted the signage anomalies at the intersection of Hampton Road, and Carthew Street/SH45 where the northbound traffic

travelling at speed is warned of an impending 90-degree bend, but the southbound traffic leaving the 50kph zone, who can accelerate to 100kph just before that corner, are not – creating a further increase in incidents and near misses around that area.

The magnitude of the issues at these two sections of the highway, with the associated risk to public safety, makes it unreasonable and irresponsible to wait for the outcomes of the ‘District-wide Safety Review’ or the determination of ‘the process for changing speed limits on both state highways and local roads’ before any changes can be made. Particularly in light of the recent speed restriction alterations in Omata that were initiated by a 10-year old merely raising a petition!



Provide a safe healthy and efficient wastewater service

It has been acknowledged that the Okato residential area has a high water table environment, that septic tanks can threaten the environment and human health, and that there is a need to ensure that infrastructure can meet current and future demand.

Approvals have been granted for an increasing number of new developments, both infill housing and new developments, for which there has been NO provision for a wastewater service outside of the installation of more septic tanks in an already risky environment.

Unless an alternative is identified, the risk to public health will increase with each future new build. LTP funding is required to investigate, plan and implement the best option for either; a gravity-fed sewage system to a pipeline connecting to the Oakura sewage line, or to a standalone Carrousel treatment system.

Address the water supply shortages for the Okato Community.

We remind you of our submission to the 2018/28 LTP on this serious issue.

‘Build into the Long Term Plan a substantive undertaking about further investigations and a solution to the Okato water supply.

A top priority in the Kaitake Community Board Plan is to maintain and enhance a network of quality, environmentally sustainable infrastructure (water supply, waste, wastewater and stormwater) to meet current community demands and future anticipated growth.

The Okato community has lived with serious water supply issues for many years resulting in having to endure stringent water restrictions. Due to this current, insufficient water supply Council did embark on an exploratory investigation for a new water source. A site was found, but the identified water source was concluded to be unsuitable for public consumption due to contamination, so the investigation was stopped. We understand that the funding committed to the project ran out, however that does not change the fact that the Council recognised there was an issue that needed to be dealt with. It appears as if that committed stance has altered’.

The draft 2018/28 Long Term Plan statement states:

“Okato water supply – The Mangatete Stream is the main water supply to the 561 residents of the Okato township. This supply will sufficiently meet the predicted short to medium growth in the Okato area. The Council will continue to engage with the Okato community on water supply solutions as the township grows.”

Based on the draft statement we submit that this generalist statement offers no solution to Okato’s potable water needs and the community will continue to suffer for years to come. The community informs us there has been no indication of why the bore(s) weren’t connected to the adjacent water treatment station, why there are no further ongoing contamination checks of the test bores, no other water source investigations, or planned leaking pipe investigations.

However in the Council’s Performance Report for the period 1 July (sic 2017) to 31 March 2018 to advise of the Council’s performance for the period it states under its Carryforwards Summary for the period ended 31 March 2018: “Okato Water Treatment Project – Description – Improvement to plant and use of bores, Renewal \$30,000, Service Level \$420,000, Total \$450,000, Comments – Design works progressing.”

These two statements are in clear variance with each other, so Council must provide surety to the community on what course of action it is undertaking in this regard.’

Coming up to four years later the community is still waiting for that “surety” as to a course of action with respect to the townships water supply. Further, the contention that the “supply will sufficiently meet the predicted short to medium growth in the Okato area” has proven to be in error.

Population increases created by new builds and families migrating into the area, and an increase in new businesses with higher water demands (hairdressers, coffee outlets, cafe/restaurants, etc), has raised the level of water consumption and placed more of a demand on the existing water supply. This, in conjunction with extended dry periods, has put pressure on the water supply resulting in Okato experiencing increasing levels of water restrictions, culminating in a total ban on outside water use this year. The effect on much of the population who endeavour to follow an ecological, environmentally friendly

“lifestyle” has been significant, and the irony of the Ngā Whare Ora Taiao o Ngāmotu policy self-sustainability and food resilience measures being in a large part unsustainable (no pun intended) if there is a total ban on outdoor water use has not been lost on some.

A ready solution is to fund the connection and utilisation the output of Bore 2 - Designation Reference NPDC 117 into the Okato water supply to supplement the surface water take from the Mangatete Stream.

Statements have been made from council that the water supplies from the exploratory bores could not be used as there were “water quality issues resulting from a fungicide contamination”, however the designation for public work document, dated 02/08/19, states “No water quality issues have been detected during testing” from Bore 2.

While Bore 2 does not have the capacity to provide all of the areas peak demand supply alone, if used to augment the current surface water draw it will provide enough to remove the need for total outdoor water bans into the future.

The same council report states “the works required..... to utilise the bores would be relatively small in scale”, therefore the financial implications to a solution that provides sufficient water, one of the essentials of life for this sector of the New Plymouth District Community, is not insurmountable.

In the longer term, if the contamination issues identified with the Bore 1 supply cannot be rectified, this source could be used as a supply of non-potable water in the future, thereby reducing the draw from the treated, drinking water supply for toilet, garden, outdoor washing use and the like.



All the relevant comments from Okato residents on the above issues are available in Appendix 1 and 2 attached to this submission.

From the Oākura community

Oakura Walkways and Cycleways

Background information

There is little doubt that territorial authorities now have an increased awareness of the public health and environmental benefits of walking and cycling and are taking some steps to provide attractive and convenient walking and cycling infrastructure. In this regard, the KCB certainly supports the decision-makers responding with imagination when constructing the 2021/31 LTP. The Oākura residents are very much walking and cycling devotees and also consistently promote the benefits of doing so. There is real potential to add value to Oākura by making better provision for walking and cycling to community destinations such as the school, the hall, the shops etc. By providing more rational connectivity and making such journeys an attractive option will reduce local vehicle traffic in the area.

For this reason, and for many years, the KCB has submitted to the NPDC to initiate a comprehensive traffic study to identify future highway, road and street network issues here, but NPDC has never considered that this was necessary. Traffic issues are the number one priority identified during the KCB's community plan review in 2020.

Shared pathway construction

This encompasses earlier submissions to the 2015/16 and 2016/17 AP's and the 2018/28 LTP. In 2016 the management recommendation was for it: *'to be referred again for consideration in the 2017/18 Annual Plan'* but nothing has eventuated. The following falls into the 'must do' category.

The community requires a short section of footpath to be developed into a shared pathway from the Donnelly Street/SH45 intersection to the Upper Wairau Road/SH45 intersection and extending into Upper Wairau Road. This will then connect the planned shared pathway from the Donnelly/SH45 intersection to Oākura School. In the Upper Wairau Road section initial developer contribution funding was paid to the council over ten years ago for a four-lot subdivision and since then another subdivision has been developed. That footpath construction has never been done. It should be, and funded from the Developer Contributions fund. Currently, there is no footpath connection for more than 60 houses on Upper Wairau Road up to the Surrey Hill Road intersection. This is an easy walking and cycling distance of around 700 metres. Consequently, most parents choose to drive their children to the primary school or the secondary school bus collection point rather than have them walking, skating or biking to cross at the dangerous Wairau Road intersection. Over 60 children from the area currently attend Oākura School and there are more high school students who catch buses to New Plymouth and Okato from the school and Oākura hall. It will also benefit Upper Wairau Road residents for trips to and from the school and invariably other village utility destinations.



Using the more technical terminology of the government policy on Land Transport this shared pathway would allow for a non-vehicular route to the school and safer passage of vulnerable road users(defined as pedestrians, cyclists, children and the mobility, or vision-impaired) to and from Upper Wairau Road and also provide a connection between all those dwellings on Upper Wairau Road and the village commercial area.

The Oākura Coastal Trail

Ensure there is sufficient LTP funding for required upgrades and maintenance to the trail and for the provision of an alternative route around the Weld Headland. This issue has been well covered recently, so no supporting data is required in this submission.

Provide an all-weather hard surface walkway/cycleway through Matekai Park

The Kaitake Community Board Plan states that the development of pathways and physical links that facilitate connectivity throughout the village to the sea and between community facilities is a high priority.

This is a heavily used walkway/cycleway and is the favoured route to the school, the hall, and the shops. It is a formed track but lacks an all-weather surface in parts. There are several steep sections with little more than a clay surface making them extremely slippery and impassable by parents with pushchairs or buggies, especially during the winter months. With the increasing traffic volume on State Highway 45 and the restricted parking

areas in the village CBD it makes good sense to provide an all-weather surface for a relatively small funding outlay.

Undertake a feasibility study to provide a safe walkway/cycleway from Oakura to New Plymouth

From its initial development, the New Plymouth District Blueprint has signalled this link. It is also part of the Kaitake Community Plan, aligned with the Blueprint's key direction of Destination. These inclusions signal a strong determination to see the concept tested through a feasibility study and subsequent business case.

The Board recognises the Blueprint, in its entirety, is a long term initiative that will take time, focus and a collaborative, multi-agency approach. However, there is a clear-cut necessity to ensure do-able parts are included in long term planning. The KCB has carried out some initial investigations on the viability of this link in 2017 and believes it is very do-able. Including it in the LTP makes much sense.

Provide a constructive solution to the hazardous traffic issues at the Dixon Street, Hau Lane, Butler Lane intersection with SH45.

This intersection is universally recognised in the community as a particularly dangerous hot spot. It is an intersection used by vehicles to enter and exit the Four Square mini-market parking space and adjacent parking areas. It is used by vehicles turning to travel to other destinations in either direction on SH45. It is frequented by pedestrians of all ages to access services in the immediate area, or as a through-point to reach other destinations such as the school. It is regularly used by large service vehicles such as refuse collection trucks and those providing supplies to local businesses.

There are plenty of personal observations and anecdotal evidence demonstrating that many vehicles travelling east through Oākura are already increasing their speed by the time they reach the intersection. Many do not adhere to the 50kph speed restriction, as they view the stretch as only part of a highway route connecting their departure and arrival points.

There is no data on the effects of traffic movements at the intersection on other vehicular traffic, on pedestrians or cyclists. Neither is there any data regarding time delays, queue lengths and crash risks and therefore no proposal to address any issues that arise. For example, the eastern 50km restricted speed zone begins only 115m from the pedestrian traffic island in the centre of SH45 adjacent to this junction. Global data states a medium-sized car with good tyres travelling at 100kph on a dry road needs a stopping distance of 98m. On a wet road the stopping distance increases to 122m. The minimum sight distance to enable a driver coming from New Plymouth to see a vehicle entering SH45 from one of the three side streets and perform a sudden stop before reaching the conflict point is compromised even further by the steep SH45 entrance to the village. Similarly, vehicles travelling through the village from the west do not come into view of those drivers from the east until those vehicles are within 50 metres of the intersection. If there is a stationary vehicle ahead waiting to turn into Dixon Street approaching traffic cannot be seen at all.

The information provided by residents during the KCB's 2020 consultation process is provided in Appendix 3. This issue must be addressed by the NPDC rather than consigned to the 'to hard' basket. A useful start would be to gather some relevant data through specific inclusion in the LTP.

The SH45 Wairau Road Underpass.

This planned project with a funding allocation and already a start and end-point is of real concern to the KCB in several ways. First, the community was not informed at all that this was going to be an inclusion. It is not identified in the Kaitake Community Plan. The KCB is concerned about the appropriateness and necessity of an underpass at this point and doesn't believe that it is an important element in the safe and efficient road transportation network at Oakura and SH45 in particular.

When the KCB discovered the project in the significant item list we made inquiries about why it was there. Despite two meetings with council officers (8 October 2020 and 22 October 2020), no explanation has been provided why it is. We have not been able to clearly establish what the purpose of the underpass is, and who has been consulted before its inclusion in the LTP.

It is pertinent that during the recent PPC48 Hearing all experts agreed there was uncertainty about whether the underpass proposal to address movements between Upper and Lower Wairau Road would be effective and it was subsequently removed from the application.

There is no usage or design information available to appropriately assess this from a community perspective. The KCB believes it would not discourage people from crossing the highway at grade level and believes many other more pressing highway issues that impact the community that should be addressed first. With this lack of clarity, the KCB is concerned that the NPDC has already signalled its development in Year 2 and 3 of the draft 2021/31 Long Term Plan.

While we have constantly been led to believe that the proposed Pukeiti Trail will finish on the western side of Upper Wairau Road we now note that the underpass is also included in the Taranaki Regional Council's draft Transport Plan, prioritised as 5th on the list of major upcoming projects of funding. If the intention is to link the underpass scenario to the Pukeiti Trail then we would expect, as a matter of course, that trip generation rates have been adequately identified through relevant published standards and other relevant means that can be realistically regarded as primary data.

We are not aware of any pedestrian/cyclist surveys carried out at the existing Wairau Road intersection so there is no available data to inform effective judgement regarding the proposed underpass and pedestrian/cyclist needs. We are also interested in how the council intends to address the lack of an esplanade connection strip on the seaward side of the planned underpass. There is consequently nowhere for the users to go except out onto the state highway in the 100kph zone.

We, therefore, question the methodology (or standards) used by NPDC and TRC in concluding that an underpass is needed. If this decision has been thought through then we believe it is based on unreliable data. With this lack of clarity, the KCB is particularly

concerned that the NPDC has already signalled its development in Year 2 of the 2021/31 Long Term Plan. It does appear in this instance that the NPDC and the TRC are focused entirely on recreational visitors to our community rather than on ratepayers and residents. Yet Local Government New Zealand states, *‘that one of the strengths of local government is the opportunity it allows for citizens to be directly engaged in the process of governing their own towns, cities and regions. The practice of self-government enhances our understanding of citizenship while ensuring public services are responsive to the needs of the communities they are designed to serve.’* It does beg the question, who are the most important people to you?

Te Ara Taieo

Our community is home to a unique natural environment with significant areas of indigenous vegetation, and rivers and waterways that flow from the mountain to the sea. Enhanced biodiversity will not only be positive for the natural environment and clean water but will also have significant cultural and economic spin-offs. Biodiversity outcomes can be achieved through collaborating with landowners and agencies but a multi-agency approach is required to achieve the desired environmental outcomes.

The Kaitake Community Plan states in its Environment section states: ‘Recognise that Taranaki mounnga, the Kaitake and Pouākai ranges, the ring plain, and the coastal lands adjacent to the sea are of high importance to tangata whenua and define part of their Taranaki Iwi tribal identity. Encourage ongoing community stewardship of the local environment and its biodiversity in partnership with mana whenua and territorial authorities to restore and maintain natural habitats, ecosystems and viable populations of native species.’ The KCB works with local hāpu and iwi constantly on that theme and believes the NPDC also has a responsibility to put this in a community context within the LTP as a specific inclusion concerning biodiversity issues and the proximity to Te Papakura o Taranaki.

In Conclusion

The KCB welcomes this opportunity to submit on the 2021/31 Long Term Plan and recognises the difficulties of weighing up different community's needs in the overall scheme. We congratulate the council on its extensive processes for determining requirements over the next ten-year period but emphasise there must be a balance between qualitative and quantitative decision-making. Council's role in making decisions for every community to help create better places to live and work can neither be overly influenced by a numbers game nor by councillor's voting on a particular pre-determined platform. We wish you well in your deliberations.

Kaitake Community Board

Doug Hislop
Graham Chard
Paul Coxhead
Paul Veric

30 March 2021

Appendix 1

Okato traffic issues

What we asked our residents and what they told us



Why do you feel unsafe in this location? What improvements could be made?

SH45 to Hampton Road

- Needs to be a 70km zone as one drives over the Stony river bridge from South Taranaki into Okato.
- Blind corner, very narrow bridge.
- The width of bridge. It is too narrow.
- Should be 50 km/hr before crossing the bridge, little Stepping Stones is there.
- 100km/hr zone. Outside a preschool, at a cross road intersection near 2x narrow bridges. Feels super dangerous, Should be 70km/hr from the south side of the Stony river bridge.
- Lower speed limit.
- Lower speed limit (Kaihihi Road)
- Extend 50k to out past hampton road and do a gated entranceway treatment at both ends of village and oxford road to indicate entering Okato, don't drive like a dick kind of thing.

- Speed limit lowered on this stretch of road, from the Hampton road corner right up to and after the stony river bridge.
- Picking my child up from Stepping Stones by foot, bike or car is incredibly unsafe due to the immediately surrounding 100km roads.
- Slow speed before entering town from the south to 50km. Many crashes and close calls on this corner.
- Lower the speed limit.
- This is where the current 50km sign is, coming in to the village from the south. There is now a new subdivision on this corner with many young children to be moved back around the corner by the Kaihihi River Bridge.

Village Centre

- Mahuru lane sits on the 100km part of this road, right after an almost 90degree turn. Often coming up to this turning point into the lane from the south, if cars are not focussing and seeing that a driver may be interested in turning into the lane, near misses of car accidents have occurred. Also with this corner now being residential, there is a lot of traffic around this corner. Drivers tend to increase their speed as they come out of the bend.
- Continue the gated narrowing treatment at the southern 50kph sign as it feels like a race track.
- The speed of traffic. The 100 km sign is present just before the huge left hand bend and the left hand entrance to Mahuru Lane. The increase in speed should be after the bend.
- Needs a crossing somewhere on this street (Carthew Street)
- Round about very busy with cars and trucks and have to cross to get to playground, school etc. People also speed in and out of town.
- Lack of indicators (being used at the roundabout). The pedestrian crossing is often ignored by drivers from both directions despite ample visibility. Drivers heading to town the road markings here would help.
- Gated entranceway to reduce speeds of vehicles as they enter from the north, not just built perhaps plants?
- Lower speed limit probably 60 from Plymouth through to Oxford? then 80?
- Dangerous for south bound traffic turning right. Following traffic in outside lane risk rear ending the right turning vehicle. (Dover Road)
- Turning right into Leith road can be dangerous if you have a line of cars behind you and they think you are overtaking instead of slowing to turn in.
- Lower speed limit of 80km/h or less (Leith Road)
- Lower speed limit of 80km/h or less. (Dover Road)
- Narrow bridge. Widen it. Katikara Stream bridge.
- Widen Katikara Stream bridge.
- Narrow Katikara Stream bridge. Either needs to be give way in one direction or widened.
- Katikara bridge is dangerous quite a few accidents hitting barriers and the camber of the road is not helpful the bridge is narrow

- Super narrow Katikara bridge, may as well be a one-way bridge. vehicles have to slow down and let other oncoming vehicles pass over the bridge before crossing. This creates dangerous, unexpected braking of vehicles.
- Extremely narrow Katikara bridge in a high speed area coming downhill to and from Okato, with large trucks which cross over the median.
- When big trucks and buses go over Katikara bridge there is not enough room for another vehicle. Should have narrow bridge give ways or widen bridge.
- Too narrow Katikara bridge - lots of trucks passing. The bridge over the Katikara stream doesn't have a natural yield from either direction. Often drivers will speed up to get to this narrow bridge first and often fail to stay left. Trucks are quite obvious but often in poor light small vehicles towing wide trailers are not. Also, there is a constant problem when heavy rain causes flash flooding on this bridge which is deep enough to cause hard drag on tyres if not the potential for aquaplaning. When this happens it exacerbates driver behaviour where they don't stay left trying to avoid their outside wheels going through these deep puddles. This is easily the most dangerous hazard driving between Okato and New Plymouth and I feel needs some safety solutions added here.
- This Katikara bridge is far too narrow for a highway. There have been deaths in the past on this bridge. When cars are coming the opposite way it is an uncomfortable situation. If a truck is coming you pretty much have to stop or time it so you are not on the bridge at the same time. Also, during heavy rain, water pools on the surface increasing the risk of aquaplaning and an accident. Fix it!!! Make it wider!!
- Width of the Katikara bridge it is too narrow. Also during rain in pools on the bridge.
- I think I have the correct bridge spot (Katikara) but maybe not, can't remember the name of the river. But this is one of the most unsafe spots on this road, the bridge is the longest one between Oakura and Okato and as it is quite narrow is now being used in a one way bridge manner by many regular users. Large trucks, tankers etc will often slow and stop to let other trucks and vehicles cross the bridge. Any unsuspecting moterist who doesn't approach this bridge with caution can end up nearly rear ending another vehicle as they don't expect someone to stop on a two way main road bridge.
- Very narrow Katikara bridge.

Appendix 2

**Okato Water and Sewage issues
What we asked our residents and what they told us*****What are the core infrastructure or service issues here?***

- Oxford Road, Okato water treatment plant. Continual upgrading needed.
- Water treatment plant somewhere on the Mangatete Stream.
- Improvements to water supply.
- All new builds to incorporate water tanks to collect rainwater. Existing homeowners encouraged to do the same.
- Much of Okato township has a high water table so sewage is going to be a problem when the population increases. Planning for this should start now.
- Water restrictions every summer. I would like to see more people with water tanks for watering lawns.
- Increased checking of leaks in ths system.
- An investment in water bores.
- We should restrict water earlier so we dont have a complete ban on watering vege gardens.
- Removal of septic tanks and install a Sewer system for Okato village. High water table is always causing headaches for locals and so much expense.
- We have no sewage we have septic tanks.

Dixon Street-Hau Lane-Butler Lane intersection with SH45 What we asked our residents and what they told us



Why do you feel unsafe in this location? What improvements could be made?

- Car parks obstruct line of sight.
- Bad place to pull out onto the road.
- Busy CBD, parked vehicles obscure view when exiting businesses etc.
- Dangerous exiting Bottle store. All traffic from the right is literally unseen until own vehicle is out on the road.

- Busy crossroad, poor visibility due to parked cars.
- Very bad parking set up, no visibility.
- Through traffic not slowing down enough, many pedestrians crossing - more passive traffic calming might help.
- A pedestrian crossing opposite the pub (further away from Dixon Street turn) is needed. This is a main highway and the only safe place to cross is at the other end near the school.
- Dixon Street and South rd highway 45 intersection. Visibility an issue with cars parked in front of chemist and Hi tide. Possibly a round about or a light.
- Crossing the road. Needs another pedestrian crossing.
- Traffic must be slowed at the entry point of the Town....a small roundabout should be considered.
- The Main Street has increasing got busier and as cars come into the township not long after being in 100 km zone it is extremely hazardous for vehicles turning/crossing, pedestrians crossing, pulling out from parking areas etc. Moving the 100km zone closer to Koru Rd, (away from Corbett Park/ Halls Tce) would be the first thing towards making it safer. Addressing parking and increase traffic will need to be addressed.
- Congestion, visibility. Children use this crossing frequently and there is a lot of foot traffic outside the store.
- Most of the drivers coming up the hill (from NP) are speeding even though it's a 50km/hr zone. It's a major danger zone.
- Road crossing facility as so many people cross there with so much traffic.
- There is so much traffic turning in different directions.
- Small islands on road where people spot to cross road poor placing. Vehicles travelling to New Plymouth are starting to speed up to 100km sign coming up.
- Busy intersection with cars coming in fast from the 100 kph area and people trying to cross the road here. Maybe a pedestrian crossing outside high tide could help?
- Foot traffic treats this part of the road like its a pedestrian crossing and children are often loitering in the middle of the road. It needs solving. I would suggest a pedestrian crossing maybe 10-20 metres before this area for foot traffic to cross safely. With modern road indicated lighting.
- Car parking on pharmacy side blocking view of the junction for car coming from south and from Dixon St. Also the speed is dangerous for crossing cars and pedestrians I believe a roundabout will slow the traffic and allow safer traffic movement around this area.
- Not easy to cross the main road, cars coming in fast from a 100km zone.
- It's dangerous for pedestrians and cars pulling out and into the 4 square car park - either lights or a round about system . Or lights as cars come into Oakura to slow down the traffic If cars are parked directly outside the chemist, visibility is limited coming out of Dixon St.
- Very bad vision if pulling across road from 4 square side cars parked on 4 square side limit visibility. Also if turning left you run the danger of people stepping out to cross the road.

- Bad intersection in general for cars and pedestrians crossing.
- Lots of foot traffic for the four square all times of day and foot and road traffic for butlers of an evening!
- Pedestrians seem to think it is an official pedestrian crossing and treat it as such. Children need educating on this. The cross roads here has terrible vision with the cars parked on the side of the road and the crossing just where you turn. I feel there needs to be a pedestrian crossing implemented here for the drivers safety and the pedestrians.
- Poor vision for drivers often restricted by parked vehicles. Cars entering Oakura on SH45 travel to fast and dont slow down soon enough.
- Vehicles traveling east on the highway invariably have increased speed here as they anticipate leaving the speed restriction zone another 90m further on. Drivers wanting to turn out of Dixon Street in either direction have to nose out past the yellow stop line so they can see oncoming traffic from the west. If there is a vehicle from the west stopped and reading to turn into Butlers Lane then the western incoming vehicles have to veer to the left towards Dixon Street to avoid them. This puts them very close to a collision course with any vehicle stopped at the Dixon St intersection. It is difficult for vehicles exiting Butlers Lane to have a clear view of traffic arriving at the intersection from the east. This intersection is a particularly busy pedestrian crossing. The island in the middle of the highway offers no protection from oncoming traffic in either direction.
- Once pathway ends passed cemetery on butlers lane children have to walk by 4SQ parking and then cross the road. Please put a proper path and crosswalk (maybe roundabout) out front of 4SQ. People speed and have hit all the barriers so there is no protection for pedestrians. Don't wait until a child is killed to change things.
- The first intersection in Oakura coming from New Plymouth is a danger to all users. Speed of people coming up the hill with a 50 only just at the top means cars are going too fast when the hit the town central.
- Poor vision for drivers often restricted by parked vehicles. Cars entering Oakura on SH45 travel to fast and dont slow down soon enough.
- A very busy intersection, not sure how maybe for Pedestrians make a underpass so they are not crossing the road by the four square, would make safer.
- Short sight lines, busy intersection, lots of kids trying to cross after school. particularly bad for pedestrians rather than in vehicle.
- When turning left into Butlers Lane and having to wait for Oakura bound traffic heading straight, I feel concerned as the road is not wide enough for cars heading to New Plymouth to pass.
- Difficult to get onto South Rd. Parked cars outside chemist blocks your view, and traffic coming into the village from the north are often speeding.
- Traffic is too fast coming both ways, well over the limit. The speed through the village I feel should be 30 KPH. Also the non parking spot in front of the chemist is still used by bad people for "just a minute me me people" and is unsafe moving out of dixon street to the 4 square due to the traffic going too fast.

- 50km is too fast through village. The intersection at Butlers land, Dixon street, Hau Lane and SH45 is dangerous. Navigating heavy vehicles, trucks, cars, cyclist and pedestrians is hazardous at 50kms.
- Poor visibility coming out of Dixon Street onto SH45. Remove carpark in front of pharmacy, install traffic roundabout, move pedestrian crossing further down road.
- Unsafe crossing.
- Vehicles and pedestrians merge from 5 different directions (Hau Lane, Dixon/SH45 intersection). Slow down traffic entering Oakura from both directions earlier (move 50/ km signage).
- Cars not slowing for the 50 km zone, lots of pedestrian traffic and cars turning for the shops.
- The speed of highway traffic heading east. The amount of pedestrian passage across the highway. How far vehicles exiting Dixon Street have to nose out onto the highway to see oncoming traffic. The closeness of the western 50kph sign to the intersection.
- You can't see past parked cars by the Chemist Shop when exiting Dixon Street in either direction.
- It is difficult to see cars as they are coming from the village towards town.
- Very congested when trying to turn into the 4 square.
- Cars travel in too fast for a dense busy area.
- Visibility bad during busy times.
- Depending where cars are parked it can be hard to see what's coming.
- Lack of vision when entering the intersection from Dixon St. Speed of traffic coming
- Traffic coming into village and people turning into the 4 square causes accidents. Plus there is a pedestrian cross over where kids cross constantly. Roundabout or pedestrian bridge or another way to slow traffic.
- Low visibility because of parked cars, cars travelling fast from both directions. Informal crossing very close.
- Same as the road heading south. Speed change from 100km to 70km before you reach the 50km. Too many vehicles doing well over 70km through the village.
- Busy intersection. Often cars coming from New Plymouth are going faster than the 50km/h speed limit.
- The cars coming from 100km zone (New Plymouth) make pedestrian crossing here with kids unsafe.
- Four Square intersection - just very busy, cars park on the yellow lines outside the pharmacy and you can't see around the corner.
- Speed of approaching vehicles. Needs to be 80 from top of hill 50 from Corbett park.
- This intersection is very busy with children and families crossing but it's so close to the 100k sign that some drivers are still travelling 70kph at the intersection. A roundabout here would be great for slowing traffic and creating more of a village feel.
- Cycling across the main road can be treacherous with the amount of vehicles travelling with speed up the hill into the village, plus vehicles turning right forcing vehicles behind them to veer inwards towards Butlers lane.

- Hard to cross the road and traffic from town too fast. Also sometimes it is hard to see due to parked cars.

East village edge to Corbett Park

- The 50kph signs need to be shifted further to the east. There is only 90 metres from the signs to the intersection and the incoming drivers views are restricted by the rising highway grade that limits their view.
- This 100Kph sign needs to be moved further North.
- 100 kph is obviously too fast.
- I feel the 50 speed limit should be introduced a lot sooner when approaching the village due to the up coming intersection.
- This should remain a 50 km/h zone until past the entrance to Corbett park. A bike lane/ footpath should be added so that children can safely get to Corbett park without needing a car ride each time.
- Reduce the speed limited to 50 km on the road leading up to the turning to Corbett Park and then increase it to 100 km after this point. The 100 km limit makes it very dangerous to turn into and pull out of Corbett Park.
- Too fast with a bridge and a turn off to the park and a turn off to a road of houses.
- Fast approach to town.
- Speed down the hill to Corbett park is too fast. This speed area should be lowered from the top of the hill right through to the golf course. Suggest 50 km/hr.
- A turning bay into Corbett park would be helpful. We pull in there with a horse float
- regularly and almost always have cars barrelling up behind us.
- Badly designed junction in to Corbett park in a 100km per hour area.
- A turning lane.
- 50 km speed sign should be moved east of Corbett Park on 45 Surf Highway. Very dangerous intersection with traffic leaving the park and cars zooming by and 100 km. The speed limit changes to 50 km to hundred meters past the park as they enter Oakura but I feel that the 50 km sign should be prior to reaching Corbett Park. Many children walking along road in Summer to go to park and the river.
- Its often dangerous when vehicles are turning into Corbett Park.
- Turn in and out of Corbett park unsafe in 100km zone. This whole area should be reduced speed zone.
- Very tight LH turn coming from Oakura and stressfull RH turn when coming from town. Minimal pull over lane due to proximity to bridge.
- Turn in and out of Corbett park unsafe in 100km zone. This whole area should be reduced speed zone.
- Entry to Corbett Park still dangerous in spite of the passing lane being removed.
- Entering and exiting Victoria Road also dangerous. The open highway speed at this spot is too high.
- Bad speed limit should be lower than 100 at top off hill heading south into Oakura.
- Really dangerous intersection. Needs larger turning into Corbett park. Two lanes with turn off.

- Hmmm. Needs a left hand slipper lane moving from the village into Corbett park, there is no room to move for the fast people when they realize to late. Coming from New Plymouth is a hard one to answer except slow down.
- Traffic is travelling fast and you can't see far. Reducing the speed limit around Corbett park would be safer.
- I feel that the improvements that were made a couple of years ago were a bit lack luster and could have been done a lot better. There is plenty of space there to have created turning lane to the left turning into Corbett Park. They didn't utilise the space that is there to create a safer turning space.
- Turn off into Corbett Park - cars turning into and out of the park from both directions. Perhaps extend the 50km zone?
- Dangerous to turn into. Speed limit reduced to 50km.
- At 5pm to 6pm southbound traffic has issues if there is a right turner going into Corbett Park, I believe that after the 50km leaving Oakura it should be 80km to the top of the hill towards Koru road in both directions.
- Reduce the speed limit as people often turning.
- Death trap.. Needs to be 50km here and then 80km to top of hill.
- Suggest lowering speed limit to 80 at top of hill.
- Traffic coming from New Plymouth needs to slow down to 80km at top of hill before descending towards Oakura River bridge.
- Reduce speed limit before Oakura bridge to minimise risk of accidents.
- This stretch needs to be 50 or 70. Too abrupt to go from 100 to 50. Dangerous.