

Infrastructure – Roothing and Footpaths

Recommendation | Ngā tūtohunga

That the Kaipara District Council:

- a) Investigate extending the seal from Hakaru Hall to the Settlement Road / Valley Road intersection and sealing the first 300m of Settlement Road, if surplus funds become available following sealing sections on Devich Road and Comes Road, in LTP year 2024-25.
- b) Undertakes a traffic safety review to be assessed in LTP 2027-2037 for –
 - Immediate surrounds of Dargaville Primary School (Gordon / Portland Streets)
 - Immediate surrounds of Mangawhai Primary School (Insley Street, Black Swamp Road to the school on Insley Street)
 - Between Jack Boyd Drive and Gumdiggers Lane
 - Pedestrian traffic on Findlay Street, bridges on Cove Road, Mangawhai Heads Road between Cove Road and Jack Boyd Drive.
- c) Undertake targeted discussion with the business owners to assess the alternative Wood Street proposal and explore any opportunities to improve the existing Wood Street proposal.
- d) Includes a sum of \$200,000 in the operational expenditure in LTP year 2024-25 for the removal of the failed sandbags along the sand dunes of Baylys Beach.
- e) Investigates installing sheltered seating in the shopping area, Dargaville centre, as part of the 2025-26 Annual Plan, or earlier if possible.
- f) Notes that Lawrence Road was incorrectly added to the Roothing and Footpaths Activity Statement and is replaced with Settlement Rd, from Kaiwaka-Mangawhai Road to the Hakaru Hall.

Introduction:

Submitters were invited to provide feedback on all the Long Term Plan (LTP) source documents. There is high community attention to roading and footpaths with 266 voluntary comments received in the LTP 2024-2027 consultation submissions.

Respondents are calling for various improvements related to roading and footpaths in the Kaipara District. Some of the key aspects mentioned include the need for road sealing and maintenance, remediating or constructing footpaths for pedestrian safety, and the importance of completing the Kaihu Valley Trail for economic growth and tourism.

Some submissions raised concerns that this proposed LTP is taking us down a high cost, high growth direction at a time when we're technically in recession and inflation is high, and to ensure any investment made in the District is distributed equitably. The roading and footpaths

activity aim is to link our great places, keep our communities connected, safe and active, and to contribute to the sustainability and growth of the local economy. Our transport network is vital for connecting our communities and provides for safe access to the places that make visiting and living in Kaipara an enjoyable experience.

This LTP is focused on recovery from extreme weather events in 2022-23. Roding was significantly impacted by these events which reflects the priorities of the work programmes. This is supported by NRC, ensuring there is sufficient funding allocated for the roding network water management, plus they encourage KDC to gain a better understanding of failures that cause sediment movement on our unsealed road network to remediate.

There appears to be contention with many comments referring to funding being directed to Mangawhai and surrounds, and silence on funding for the West Coast. There is funding allocated across the Kaipara District for roding maintenance, improvements, roding recovery, renewals of bridges, structures, footpaths, drainage, roding rehabilitation, and traffic services.

We've been asked via two submissions to improve public transport services within Kaipara. We will refer these requests to Northland Regional Council who manage public transport for all of Northland. One more submission for improvements on SH12, Kaihu will be referred to the New Zealand Transport Agency.

Roding and footpaths submission themes

- Seal/maintain Settlement Road
- Invest in roding infrastructure/maintenance
- Invest in footpaths/cycle and walking trails
- Seal/maintain Devich Road and Carnes Road
- Pedestrian crossing/footpath on Cove Rd/Jack Boyd
- Invest in sealing the roads
- Seal/maintain Lawrence Road
- Improve roding contractors/inspectors
- Postpone growth-related roding
- Proposed amendments to Wood Street development

TOPIC

Submissions are summarised below:

109 submissions focused on the sealing of Settlement Road, Hakaru. There is a strong demand from the local community to seal the first 300m of Settlement Road in Hakaru, from Kaiwaka-Mangawhai Road to the Hakaru Hall due to increased traffic volumes due to subdivisions and development in the area, sever dust nuisance for all close by, and general safety of the road. This 300m section of road also provides access to community facilities like the RSA, Hakaru Hall, and Pony Club, so high usage. Many respondents suggest extending the sealing further, up to the one-lane bridge near Valley Road, however this would stretch the new seal by approximately 1.6km.

18 submissions were received on the sealing of upgrading of Devich Road and Carnes Road. Advocating to Council by users of these roads has been consistent for many years. There is substantial subdivision development along Devich / Carnes Roads and adjoining laneways. More are in the planning stages. Again, dust nuisance, increased traffic volumes, safety, and significant damage from the 2023 weather events have exacerbated the state of these roads.

A sum of \$3m has been allocated in LTP 2025 to seal Settlement Road, from Kaiwaka-Mangawhai Road to the Hakaru Hall, Devich Road bridge up to Lawrence Road, and safety improvements along parts of Cames Road.

10 submissions were received to seal Lawrence Road however this road is 8.6kms and is not planned for in this LTP.

2 submissions were received to seal the top end of Judd Road in Maungaturoto due to pedestrian safety and dust nuisance. Although there are schools in the area, this is not planned for in this LTP.

1 submission was received to seal Gibbons Road due to large trucks using this road affecting school and sports association, this is not planned for in this LTP.

Staff response

Toward LTP 2027-37 planning, KDC will build a roading prioritisation matrix, with select criteria to form weightings i.e. school zones, truck frequency, high growth, for remediation and/or sealing Kaipara roads and the structures that support these roads. This list will require approval by Council, be fundable within the approved Kaipara District budget, and earn subsidy from NZTA.

There is a very keen sector, residents, and visitors, that enjoy recreational cycling and walking for their health and wellbeing and tourism. Kaipara (Council and community groups) is in the early stages of developing recreation trails, and many submissions received would like Council to assist with the establishment of further trails in collaboration with community groups, and advocate/lead the applications for external funding for trails. This would support the economic development of Kaipara, and industry, by creating Kaipara District as a destination of choice.

- Kaihu Valley Trail stage 2
- Langs Beach to Mangawhai (The East Coast Trail)
- Mangawhai to Dargaville (Heartland Ride)

Staff response

While we support these initiatives, they need to be assessed in the next LTP and funded from external sources when available.

With the development of the Kaihu Valley Trail (KVT), small businesses evolved to service the trail needs i.e. bike hire/servicing, however, in submissions, they share their disappointment that the KVT has not been completed, and business volume isn't as anticipated. There were, however, many comments indicating trail development was not a priority in this the current climate, rather spend the funds on essential infrastructure.

Staff response

- 1) \$265k has been allocated to the Mangawhai Coastal Walkway in LTP 2025, and \$365k in LTP 2027 to Lincoln Downs Outdoor Pursuits Park development. Both are in the Open Spaces line, not roading.
- 2) KVT stage 2 business case is being developed and KDC has included \$2m (100% external funding) in 2027 to assist with the trail completion. We will also support applications to external organisations/Central Government for funding as the opportunity arises.

Beautification and pride for our towns also shines in the submissions, with many dissatisfied that we are not looking after our footpaths (Paparoa, Mangawhai, Dargaville) with trip hazards, and roadside verges that present scruff, poor drainage, and weeds. As well community members are weary of roading remediation being substandard and structures not being fixed i.e. Hastie Lane bus shelter.

NRC request KDC develop a weed management plan as a priority and allocate budget to control weeds across the District's road corridor to protect our natural environment from the spread of concerning weed species.

Staff response

- 1) We are seeking a step change in the delivery of our road maintenance activities. This feedback will be provided to the maintenance contractor to take onboard and action effective from 1 July 2024.
- 2) While it would be ideal to seal all our 1100kms of unsealed roads, the funding is not there to achieve this hence focusing on keeping the roads in the best state we can. KDC collaborate closely with NZTA for roading subsidies, funded by Central Government. Capital expenditure allocated in this LTP term for roading, which is mostly Gabrielle roading recovery (Phase 3) and renewals for bridges and structures, drainage, footpaths, roading pavement rehabilitation / resurfacing, traffic services and unsealed road metaling. We must get back on track to a resilient roading network.

The community of Kaiwaka submitted that they would like to see the footbridge and pathway project to be completed, linking the two bridges.

Staff response

- 1) \$700k has been allocated in LTP 2026 to improve the pathways between the Kaiwaka footbridges.

The latest Wood Street futuristic proposal submitted by a business collective is causing concern, with property owners saying, 'it does not uphold the spirit and objectives of the original Wood Street community plan that has currently been agreed'. This matter is one which will be resolved by sitting down at the table with relevant parties and stakeholder, NZTA to ensure the best outcome with the funding allocation received.

Staff response

- 1) Wood Street revitalisation road works has \$6m allocated in LTP 2026.

From a traffic safety perspective, both Dargaville Primary School and Mangawhai Primary School have requested KDC review the parking, footpaths to/from school, and take action to slow traffic down i.e. install speed bumps, appropriate pedestrian crossings. 16 submissions called for safer pedestrian access between Cove Road and Jack Boyd Drive and 1 submission for speed bumps between Jack Boyd Drive and Gumdiggers Lane.

Staff response

- 1) A traffic study will be required for any works to progress at these locations. This will be referred to our Roading Team to investigate.

Additional parking options are wanted for the Mangawhai Heads beach area. Reality is land is limited at the Heads for parking, and we have just seen a very successful summer season with more than 3,100 people climbing aboard the free summer transfer bus.

Staff response

- 1) Options to revitalise the Mangawhai Heads reserve are currently with Council for direction. \$150K has been budgeted in LTP 2025 for masterplan development - parking/space.

A question was received on funding for the Baylys Beach connectivity project. We are funding improvements at Baylys Beach progressively, such as the new beach toilets to be completed in June, stage 2 of the boardwalk extension is planned to begin which will improve the connectivity between the beach, the new facilities, and the residential area.

Staff response

- 1) \$150k has been allocated to LTP 2025 for stage 2 of the boardwalk extension
- 2) \$600k has been budgeted for Baylys Beach stormwater network improvements over LTP 2026-2027 years.

1 submission commented that Council lobby Central Government to get back road user charges generated on the KDC network.

Staff response

Council road funding is predicated through NZTA.

Options and Assessments

Many submitters commented on the poor state of the roads. This will be addressed in the first 3 - 6 months of the road maintenance programme commencing 1 July 24, with identified improvements carried out on a priority basis.

Pedestrian safety was also highlighted. This will be addressed by undertaking a traffic safety study. Any improvements will be carried out over the next three years and any sustainable works, planned in the next LTP.

Impact of recommendation on the LTP (financial and non-financial)

There is no financial or non-financial impact on the LTP.

Policy Implications

There are no policy implications.

Conclusion drawn:

The majority of submitters feedback regarding road sealing, new footpaths, additional streetlights, and cycleways will need to be assessed for the next LTP as funding is limited to the programmes identified in the proposed LTP 2024-2027.

Attachments | Ngā tapiritanga

	Title
A	Summary of Submissions
B	Activity Statement - Roading and Footpaths