



KAIWAKA TOWNSHIP IMPROVEMENT PLAN

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Kaiwaka



EXECUTIVE SUMMARY

Kaipara District Council, the NZ Transport Agency and the Kaiwaka community have in partnership, developed a plan to address traffic related concerns experienced in Kaiwaka, while also improving the overall attractiveness of the township. This plan details actions or projects to be carried out within the short to medium term (2016-2021) and further aspirational or longer term actions to achieve the overall vision for Kaiwaka as a safe, connected, green, vibrant and distinctive place. Responsibility of implementing these actions is to be shared between all three parties.

Within the next five years (short - medium term), it is anticipated that the following actions be implemented:

- Pedestrian median island's in key crossing locations
- Welcome to Kaiwaka signage
- Review speed limit in Kaiwaka
- A number of footpath or pedestrian connections installed or improved
- Street tree planting for visual amenity
- Art installation
- Engineering assessment of Oneriri Road intersection and Kaiwaka Mangawhai Road intersection and future potential solutions investigated

Further actions are anticipated to be implemented longer term, in keeping with the overall vision.

Acknowledgement is given to the Kaiwaka Can Community Group which has led to the initiation of this project, and to Scott Dalziel as a member of that group who fatally died in a car crash in Kaiwaka in July 2016.

1. INTRODUCTION

Kaiwaka Township Improvement Plan – How did this come about?

In September 2014, the Kaipara District Council undertook a Community Planning exercise in Kaiwaka. A public meeting was held for the Kaiwaka community to identify local issues, and also the positive attributes that make Kaiwaka a great place to live.

Following this, Council staff recorded all feedback into a Community Action Plan as a way to respond openly and honestly to all concerns and ideas. This exercise highlighted a number of concerns in relation to the form and function of the State Highway 1 (SH 1) corridor through the Kaiwaka township including:

- safe pedestrian access (across the SH 1 and around town), and
- traffic speeds along SH 1

As a result, the Kaipara District Council and the NZ Transport Agency (the Agency) have been collaboratively working with the local community group

‘Kaiwaka Can’ since September 2015 to get a better understanding of local issues, and to identify potential opportunities to improve pedestrian connectivity, improve driver behaviour, and enhance the amenity of the road corridor and wider township.

In December 2015 a brochure was released for public feedback. This outlined the project and detailed the local issues and opportunities that had been identified to date. The brochure provided an opportunity for the wider Kaiwaka community to learn about the project that was taking place and to provide their own feedback.

Feedback that was received largely reiterated themes that had already been identified. These included:

- The need for pedestrian crossings or safer pedestrian access to shopping areas
- Traffic speeds through the township are a major concern
- Improve visual amenity, including; planting, gateway signage, and sculpture or art work
- Improve access to and tidy the rest area
- The intersection of Oneriri Road and SH 1 is difficult to turn in and out

Kaipara District Council and the NZ Transport Agency have also shared and discussed this plan and overall vision for Kaiwaka with representatives of local hapu, Te Uri o Hau. Council and Agency staff met with the Taumata Council which consists of Kaumatua and Kuia of Te Uri o Hau who are appointed because of their mana, knowledge and leadership recognised by the people of their marae. Members of the Taumata Council have reviewed this plan and have identified how Te Uri o Hau's history can be shared in the Kaiwaka Township. It is anticipated that story boards be added as an action in this Improvement Plan and be carried out in conjunction with Kaiwaka Can and Council to share the areas significant in Maori history and culture.

Kaipara District Council and the NZ Transport Agency will use the principles of Te Aranga Māori Design Principles to enhance the protection, reinstatement, development and articulation of mana whenua cultural landscapes when implementing the plan to connect to and deepen our 'sense of place' where we can. The Principles seek to foster and guide both culturally appropriate design processes and design responses that enhance our appreciation of the natural, landscape and built environment.

Feedback collected from the wider Kaiwaka Community, alongside the input from Kaiwaka Can and Te Uri o Hau, has helped shape the basis of

this Township Improvement Plan. The Plan presents an overall long term vision for Kaiwaka, and a set of actions proposed to address the presented concerns.

The Plan provides both initial short – medium term (1-5 years) and longer term (5 years +) actions, which support the delivery of the overall vision. The NZ Transport Agency, Kaipara District Council and the Kaiwaka community each have a shared responsibility for implementing this plan and delivering projects to support the vision. Many of the improvements will be dependent on available budgets for their implementation, so those which require larger amounts of funding are therefore considered long term.

2. CONTEXT

2.1 HISTORY

Kaiwaka and the surrounding area is home to Te Uri o Hau, hapu of Ngati Whatua, who arrived in Aotearoa, New Zealand on their ancestral waka Mahuhu ki te Rangi around the year 1250 AD, at Taporapora on the shores of the Kaipara Harbour. The local marae is Te Pouna Marae located on the Oneriri Peninsula. The Marae has evolved over the years from the initial 'Top House' in the 1940's to now also having a church, wharekai and wharehui.

Kaiwaka is particularly significant to local hapu Te Uri O Hau due to a large battle that occurred here. In February 1825, Mangawhai, Kaiwaka and the surrounding region became the site of one of New Zealand's great battles, known as Te Ika a Ranginui.

A combined hapu of Nga Puhi, armed with 300 muskets, journeyed from their northern lands and landed their waka's at Mangawhai. They travelled and met a confederation of Kaipara hapu at Te Hakoru at the Te Waimako stream between Mangawhai and Kaiwaka, where the battle took place. The confederation of Kaipara hapu only possessed two muskets and subsequently many of the Kaipara people were killed during that period of time. Following the battle, the area was therefore declared tapu and the land unoccupied. Survivors fled in several directions and for the next

decade, most of Kaipara remained largely unoccupied by Maori, until the 1930's, when Ngati Whatua began moving back to the Kaipara and surrounding areas.

Kaiwaka was settled by Europeans in 1859 and the landscape was changed with their arrival. Kaiwaka became a trading and commercial point from this time on. Kauri bush was felled for timber or dug up for Kauri gum and the land was cleared for pastoral farming. The Hakaru Dairy Company was formed to serve Kaiwaka farmers in 1902 until the factory closed in 1936. In 1913 the Kaiwaka section of the North Auckland Trunk Railway was opened, and met with a great celebration. Kaiwaka was without roading until the 1930's when gravel roads were formed and motor vehicles began to take the place of rail.

Kaiwaka and the surrounding region was the site of one of NZ's greatest battles - Te Ika a Ranginui

2.2 THE KAIWAKA TOWNSHIP TODAY

What is the Kaiwaka Township like as a place today?

Today Kaiwaka is a rural township, located approximately halfway between Auckland and Whangarei with a population of 579 at the last 2013 Census. Kaiwaka's location means the town supports the surrounding rural sector, and offers industrial support for the Mangawhai residential area. Kaiwaka also provides a convenient rest stop for travellers using State Highway 1. Shops are clustered throughout the township along the State Highway, rather than in one central accessible area. Historically the main retail and commercial part of the township has been centred along Kaiwaka- Mangawhai Rd and has since spread out along SH1.

Kaiwaka has some long standing family owned businesses, such as Jacques Four square which has been in the same family for three generations. The township also has a number of key community facilities that the community take great pride in, such as the school, sports complex and memorial hall.

In recent years Kaiwaka has been known as 'the little town of lights' for its night time light displays, and it has a vibrant artist community. The township has views of farmland either side of the state highway, and is located within close access to the Kaipara Harbour. The Kaiwaka River and Mountain Creek also run through the township, and notable features such as Pukekaroro Scenic Reserve and Baldrock Mountain are within view.

2.3 STATE HIGHWAY 1 (SH 1)

State Highways are roads in New Zealand that form a nationally strategic purpose in moving people and goods nationwide. In contrast to local roads, which are managed by local authorities, State highways are a Crown asset that the New Zealand Transport Agency (NZ Transport Agency) manages on behalf of central government. State Highway 1 is the only highway that runs the full length of the country, from Cape Rēinga in the north to Bluff at the bottom of the South Island.

The Kaiwaka section of SH 1 carries nearly 10,000 vehicles per day on average (12% heavy vehicles) and provides a critical connection between Auckland and Whangarei for freight and the Northland economy. As a National Road, this makes the largest contribution to the social and economic wellbeing of New Zealand, and in this case by connecting the major population centres/ports of Auckland and Northland. For the majority of this traffic, there are currently no alternative routes between these destinations.

The township itself spans either side of SH 1 for approximately 1.5km. As SH 1 is the primary route between Auckland and Whangarei, the street environment within the township is characterised by high volumes of traffic, including a high proportion of heavy freight vehicles. The role of the State highway in this location would be to ensure the safe and efficient movement of vehicles through Kaiwaka Township while balancing the needs and aspirations of the community for a safe and attractive rural township.

3. VISION FOR KAIWAKA

KAIWAKA WILL BE A...

safe place



- People feel safe walking or cycling between their home, shops, businesses and public spaces
- There is a balance between the needs of people with the needs of cars in the town centre
- Motorists drive at an appropriate safe speed
- Motorists stop on their journeys and take a break, and stay to enjoy the township and its amenities
- Freight and commuter vehicles travel safely and efficiently through Kaiwaka without compromising the safety and amenity of local residents

connected place



- Locals can easily move between home, the township and local amenities by walking, cycling and driving
- Public spaces are well connected to each other to form an accessible walking route and a place for locals and visitors to enjoy
- People are connected with and appreciate the Kaiwaka River and its history
- Visitors can park, stretch their legs and walk around Kaiwaka Township between local shops and rest areas
- Recognised as a great place to stop being the midway point between Auckland and Whangarei, and a key place of interest on the Twin Coast Discovery Route

vibrant place



- There is plenty of activity and things for people to do and see in the township
- There are attractive focal points in the township where people gather and meet each other
- Businesses are flourishing and locals and visitors are encouraged to spend more time and money in the town
- Motorists choose to and have reasons to stop in Kaiwaka on their journey
- Motorists drive at a safe speed, taking in the local environment and surrounds

distinctive place



- People feel proud to live in Kaiwaka, and love their town
- People feel welcomed and there is a strong sense of civic pride, community and place
- It is distinctive from other townships with its own character, history, people and events
- Known for being a great place to live, stop and visit

green place



- A green network of public spaces and walkways, well used by locals and visitors
- There are pleasant and peaceful places to walk, picnic and rest along the river and in public spaces
- Public spaces are well cared for by the community and Council
- Roadside planting reflects the nature of the township and provides good amenity

4. COMMUNITY ISSUES & DISCUSSION

The table below summarises the specific traffic and pedestrian issues raised by the Kaiwaka community, and provides some commentary regarding those issues, including the options that were investigated.

TABLE 1. COMMUNITY ISSUES AND DISCUSSION

Issue	Community feedback/comments	Commentary
<p>VEHICLE SPEED ALONG STATE HIGHWAY ROAD CORRIDOR</p>	<p>Vehicle speeds through the township are too fast and greater enforcement is required.</p> <p>The extent of the existing 50km/hr zone at the northern end of town is sought to be extended to a location further north of Mountain Creek Bridge (possibly near the Gateway Hotel).</p> <p>The extent of the 50km/hr area at the southern end of town is sought to be moved to where the current 70km/hr signage is (past the Caltex Station).</p>	<p>Operating Speed</p> <p>A speed survey undertaken by the NZ Transport Agency in August 2015 showed that 15% of drivers were driving approximately 20km/hr over the speed limit within the 50km/hr zone and 10km/hr over in the 70km/hr zone.</p> <p>A significant contributing factor to this is that there is currently little to distinguish between the open road, and the slower 70km/h and 50km/h speed environments within the township itself. The result is that motorists are not modifying their behaviour as they move through the township.</p> <p>To address this, this document seeks to apply a number of methods to help change driver behaviour and encourage people to drive at the appropriate speed.</p> <p>Speed Limit</p> <p>In 2015, the NZ Transport Agency reviewed the existing speed limits in Kaiwaka against the current national rule 'Speed Limits NZ'. This assessment confirmed that a 70km/hr speed limit was warranted across the entire length of Kaiwaka Township (as was the case in 1999). Because the speed limits in Kaiwaka were already lower than (or equal to) 70km/hr, no change to the speed limit was recommended.</p> <p>Notwithstanding this, the NZ Transport Agency made aware to the community that a new national speed rule was being developed, which would provide an opportunity to review the speed limit again in the near future. In July 2016, the Draft Speed Management Guide was published, and subsequently an assessment was undertaken by the NZ Transport Agency in accordance with the guide for the Kaiwaka Township. Under the new draft guide, the assessment found that a consistent 60km/hr would be appropriate across the entire length of Kaiwaka Township.</p> <p>The Speed Management Guide was adopted by the Associate Transport Minister Craig Foss in November 2016. Steps are currently being made by the NZ Transport Agency to officially change the speed limit to 60/km hr across the entire length of the Kaiwaka Township, and are currently awaiting the outcome of the consultation process.</p> <p>It is noted that this proposed 60km/hr speed limit is currently not consistent with the community or Council's position regarding traffic speeds in the Kaiwaka township, and at the time of writing this document, an outcome on this speed limit proposal is still unknown.</p> <p>Nonetheless, the principles of this plan relevant to this concern are still to achieve a township that is safe and well connected. All parties will continue to work in partnership to achieve this vision.</p>

Issue	Community feedback/comments	Commentary
		<p>Enforcement</p> <p>The NZ Police are aware that drivers do speed through this area, and they will continue to enforce the existing speed limits and undertake routine checks where resources allow.</p> <p>As a result of community feedback in relation to speed, the NZ Transport Agency has since undertaken a 'minor safety improvement' project to install a 'your speed' warning sign within the 50km/hr section of the township. This was installed in October 2016.</p> <p>The local community can also influence lower speeds by modelling good speed behaviour and driving to the speed limit.</p>
SPEED CAMERA	<p>Why can't a speed camera be situated within the Kaiwaka township?</p>	<p>The NZ Police are undergoing a national programme for installing new static speed camera's across the country, which is based on areas with a high crash history, and ranked according to risk.</p> <p>One of these sites is located just south of the Kaiwaka Township (which is ranked 9th across NZ) and it is anticipated that this will be in place by early 2017.</p> <p>The NZ Transport Agency will also be erecting signs south of where the speed camera is to be installed, and north of the township, indicating this is a High Crash Risk - Enforcement Area.</p> <p>While it is desired by the community that a permanent speed camera be installed within the Township itself, it is expected that higher compliance will occur within the speed camera enforcement area, and will have an overall impact on the Township as well.</p>
ROAD MAINTENANCE	<p>The smaller road signs on bridges and barriers need to be better maintained to ensure they are visible.</p> <p>Median islands have not been adequately maintained and/or need to be repainted with white reflective paint so they are clearly visible and act as a warning to drivers.</p>	<p>The NZ Transport Agency is responsible for maintaining signage and median islands on the State highway and was made aware of these community concerns in July 2015. Subsequent to being informed, water-blasting and repainting of the islands were undertaken in September 2015. Audits will continue to be undertaken in the future to ensure that all signage and median islands are well maintained and are clearly visible consistently across the network.</p>

Issue	Community feedback/comments	Commentary
<p>SIGNAGE</p>	<p>Why can't the 50km/hr sign be moved from the south side of Mountain Creek Bridge to the northern side?</p> <p>Why are the 50km/hr signs at the southern end of town only temporary?</p> <p>The passing lane signage before the southern entrance into town should be removed as it encourages drivers to maintain their speed through the township before reaching the passing lane.</p> <p>Is there other signage we can do which would help promote our town?</p>	<p>The legal requirement for speed limit signs is that they must be located within 20m of the legally gazetted position. Therefore there is limited scope to move the signs without going through a formal speed limit change. A proposal to change the speed limit to 60km/h for the entire length of the township is currently in progress under the draft Speed Management Guide (July 2016) and, if adopted, will:</p> <ul style="list-style-type: none"> Relocate the urban speed limit signs from the southern side of Mountain Creek Bridge, to the northern side of the bridge. Upgrade the treatments at both ends of Kaiwaka to a higher standard Gateway Threshold treatment. Remove the temporary speed limit signs from mid-way through the township. The 50km/hr signs at the southern end of town (near the Marshall Rd walkway) are currently located in a temporary location. These were originally erected to accommodate maintenance work where a slip had occurred a few years ago. Should the proposed 60km/hr speed limit proposal be unsuccessful, the temporary 50km/hr posted speed limit signs will be moved back to their gazetted position outside the Italian Bakery. Approximately 160m of roadway would be affected by this change. <p>In relation to the passing lane signage, research undertaken by the NZ Transport Agency has shown that motorists seeking to pass on the open road see the "Passing lane 2km ahead" information sign and are prepared to be patient as they realise that within 2km there will be appropriate overtaking opportunity. There is also a "Passing lane 400m ahead" sign to indicate that the passing lane is just past the Township.</p> <p>There is also an opportunity for the community to come up with their own "Welcome to Kaiwaka" sign or sculpture to add to the town's identity and sense of place. This would help indicate to people that they have arrived (or about to arrive) into the main part of Kaiwaka Township.</p>
<p>VEGETATION</p>	<p>Vegetation on the eastern side of the road as you enter the township from the north needs to be trimmed to improve visibility and ensure all signs can be seen from distance.</p> <p>Are we able to undertake street planting in the Town Centre?</p>	<p>Signs are required to be visible from 120m in rural speed environments, and 60m in urban areas. The NZ Transport Agency has investigated the matter, and as part of its maintenance programme, has included trimming of these trees as and when required.</p> <p>Additional street tree planting on the road verge would improve visual amenity within the Kaiwaka township as well as create the feeling of a narrower road to slow traffic. KDC propose to co-ordinate this in future, in collaboration with the NZ Transport Agency and Community.</p>

Issue	Community feedback/comments	Commentary
INTERSECTIONS	<p>The intersection of Kaiwaka-Mangawhai Road and SH 1 is often dangerous, particularly if coming from Whangarei as the speed changes from 100 km/hr to 50 km/hr right before the intersection.</p> <p>Turning in and out of the Oneriri Road intersection with the State Highway is often challenging and dangerous. Can the existing slip lane be widened by cutting into the grass verge?</p>	<p>The NZTA has reviewed the safety performance of the two intersections and found the following:</p> <ul style="list-style-type: none"> • In the 5 years (from 2011-2015), there have been no police reported crashes at the Kaiwaka-Mangawhai Rd/SH1 intersection. During the same period, there was one police reported crash (resulting in serious injury) at the Oneriri Rd/SH1 intersection. As a result, both of these intersections are classified as being low risk. • If there is evidence of a safety risk, KDC and/or the NZ Transport Agency would seek to address the safety risk as a matter of priority. The NZ Transport Agency will continue to assess the safety of all intersections on NZ State highways, and is open to receiving documented evidence to support the view that an intersection may be dangerous. • As mentioned above, there is a proposal to change the speed limit to 60km/h for the entire length of the township. If adopted this will move the urban speed limit sign from the southern side of Mountain Creek Bridge to the northern side. This may help alleviate some of the issues of concern regarding speed at the Kaiwaka-Mangawhai Rd intersection. • The northbound left-turn into Oneriri Rd complies with the relevant Austroads standards, however right turn movement into Oneriri Rd creates delay to southbound traffic due to the location of the intersection in relation to the Kaiwaka River Bridge. Visibility turning right out of Oneriri Rd is also obscured due to the location of the bridge. KDC will investigate the potential future re-alignment of Oneriri Rd in order to improve the intersection. • It is also anticipated that any future subdivision development along Oneriri Rd may require the intersection to be upgraded in accordance with the District Plan. • While a left-turn slip-lane could be investigated turning left into Oneriri Road from the south, there is currently no need for it. It is also likely to reinforce higher speed behaviour due to a separate lane being created – circumventing the desire to reduce speeds generally through this section of State highway.
TRAFFIC CONGESTION	<p>There is often traffic congestion at the top of the hill where the Italian Bakery and other shops are located.</p>	<p>While there may be some congestion noted by residents, this appears to be localised and only for a short duration. To improve access in and out of this commercial area, the property owner/s could rationalise the accesses to ensure the safe and efficient movement of vehicles coming in and out of the site onto the road network. Currently there is a median strip in the centre of the State highway which allows vehicles coming from the north to wait until there is a safe opportunity to turn.</p> <p>A positive side effect of any congestion is that vehicle movements to and from the site helps to slow traffic on the State highway.</p>

Issue	Community feedback/comments	Commentary
<p>PEDESTRIAN CONNECTIONS / FOOTPATHS</p>	<p>The pedestrian network between different locations in the township is fragmented, and of variable quality:</p> <ul style="list-style-type: none"> • The two pockets of shops are somewhat disconnected for pedestrians, and there is nowhere safe to cross the road. The pedestrian footpath on the north eastern side of the SH1 and Kaiwaka Mangawhai Rd intersection does not connect in to the township and it is not clear where it is safest to cross the road. • Because there are no pedestrian crossings, pedestrians are currently using the existing median island to wait in the middle of the road to find a gap in the traffic to cross. • The underpass underneath the bridge near Oneriri Road could do with some enhancement, or work done to ensure it is safe and appealing for pedestrians to use. Currently is dark and vegetation is overgrown over the path in some places. • As you come out on the other side of the road, the track ends in the driveway of the Eutopia Café - this could instead be extended up to a walkway along the grass berm to meet with the footpath to the cheese shop. Signage and entrance on the other side of the road could be improved and beautified. • A small section of footpath runs from Hastie Lane to the Caltex Station at the southern end of town, however there are no footpaths for residents wanting to walk into town where the shops are. This means they have to cross the road in order to walk on the footpath. Something to ease pedestrian access across the State highway is needed here. 	<p>The land use pattern for Kaiwaka Township is spread out along SH1 and Kaiwaka Mangawhai Rd. As a result, pedestrian connections from where local people live or visit to where the commercial and retail amenities are located has not been well provisioned for and co-ordinated.</p> <p>However, this has now been recognised, and efforts are being made to improve pedestrian connections and links to Kaiwaka's open spaces. These are listed in Table 1: Improvements to achieve the Vision.</p> <p>A survey of pedestrian numbers crossing the State highway was undertaken in August 2015, and while the numbers are low, it is recognised there is a desire for people to cross the road in certain locations, and a need to provide safe places for pedestrians to cross the State highway corridor.</p> <p>New 'informal' pedestrian crossings on the State highway are therefore being investigated in the following locations:</p> <ul style="list-style-type: none"> • South of the Kaiwaka Mangawhai Rd intersection, somewhere near the cheese shop. • In the vicinity of the commercial area in the middle of town. • Somewhere near the bus stop on Hastie Lane at the southern end of Kaiwaka. <p>At this stage, Informal crossing points are likely to be constructed using kerb build outs and median islands (i.e. pedestrian refuge islands). More 'formal' pedestrian crossings are not warranted at this stage given the low numbers of pedestrians we envisage using them. Should this change in future, this can be reviewed. It should be noted that more formalised pedestrian crossings (such as zebra crossings) can present other dangers for pedestrians, including pedestrians not looking for vehicles to stop before stepping out, and cars not stopping from lack of awareness. This also needs to be balanced against the efficiency of the State highway for commuter traffic.</p> <p>The median islands that are already in place in Kaiwaka were installed to prevent overtaking on SH1 within the Township, and not for the purpose of providing pedestrian refuge. However, it is recognised that some of these could be relocated to also act as safe pedestrian refuges at more suitable locations.</p>

Issue	Community feedback/comments	Commentary
<p>PARKING</p>	<p>Can there be parking on the State highway?</p>	<p>Discussion has been had on allowing parallel parking on the side of the State highway, as a means to provide a visual cue of an urban environment with greater activity. This was considered within the 50km/hr area, however the NZ Transport Agency has determined that the existing State highway carriageway is not sufficiently wide enough to accommodate on-street parking without further road widening. At present this is not feasible as a demonstrable need is required before a major capital project (like road widening) is initiated. It should be noted that the existing central painted median needs to be retained as this was installed to address historic turning movement crashes and there is also a need to provide sufficient space for cyclists on the outside lane of the State highway. There is an area in the vicinity of Hastie Lane on the northbound side where some parallel parking could be considered .</p>

5. STRATEGY AND IMPROVEMENTS

How do we achieve the vision?

The community vision for Kaiwaka is to ensure that it is a safe, connected, vibrant, distinctive and green place. In order to help achieve this vision, as a starting point a range of actions/projects have been proposed by KDC and the NZ Transport Agency which focus on improvements along or near the State highway. These are intended to be carried out over the short and longer term, and complemented by community led projects.

The emphasis of the improvements has been on developing stronger environmental cues to help change driver behaviour, as well as improve Kaiwaka as a place for people to want to stop and slow down. This includes appropriate signage in the right locations (including 'Welcome to Kaiwaka' signage), improved pedestrian connectivity between residential areas to the main shops and public spaces- encouraging more people activity within the township, improved street planting for higher amenity and perception of a narrower road, and widening of the footpath between the Memorial Hall and Café areas to create more civic space for the community to sit and meet. While these may not appear to directly address speeding within Kaiwaka Township, which is understood to be

a key concern of the community, it is anticipated that alongside greater enforcement, there will be improved driver awareness to drive at the appropriate speed.

While proposed improvements along SH1 will go some way to improving Kaiwaka as a place, it should also be recognised that SH1 will continue to be the national route from Auckland to Northland with high traffic volumes for the foreseeable future. Should Kaiwaka grow extensively in future, development is therefore encouraged to be located on a local road network, rather than on the State highway. A local internal roading network off SH1 is more suitable for accommodating community needs, and provides better amenity for pedestrian and cycling movements.

Some of the community have been strongly advocating for extending a lower speed limit on SH 1 further north and south of the 50km/hr zone. While this has been considered, this would not actually address the issue of vehicles already speeding through Kaiwaka. As mentioned under Section 4, a speed survey undertaken by the NZ Transport Agency in 2015 confirmed that majority of driver's were speeding beyond the regulatory speed limit in both the 50 km/hr and 70 km/hr speed zone. While strict enforcement would help, a better and more holistic strategy to address this would be to focus on encouraging drivers to drive to an appropriate speed, and to influence their behaviour through the variety of measures proposed.

At the time of writing this document, a proposal to change the speed limit to 60km/h for the entire length of the township was in progress which would provide a consistent speed across the urban part of the township and making it less confusing for drivers travelling through Kaiwaka. By having a single speed limit for the township, it is envisaged that fewer motorists would exceed the speed limit in the most densely developed part of the township as a result of failing to observe the change in speed limit from 70km/hr to 50km/hr.

The proposed actions/project and reasons for these improvements are described in Table 2 on the following pages and are shown on the Township Improvement Plans for both the short to medium term (1-5 years 2016-2021) and the longer term (5 years +). These are at indicative and concept level only, to highlight where possible changes may occur. Reference numbers stated below correspond to the location of the action or project on the following plans. There may also be other actions/projects that may arise or have not yet been considered, and as time goes on circumstances do change. Therefore, this is not an extensive list and should remain flexible. It is also considered that smaller incremental change is more likely to occur in Kaiwaka than one-off large scale investment and this plan allows for these improvements to occur as and when priorities and funding allow.

TABLE 2: IMPROVEMENTS TO ACHIEVE VISION

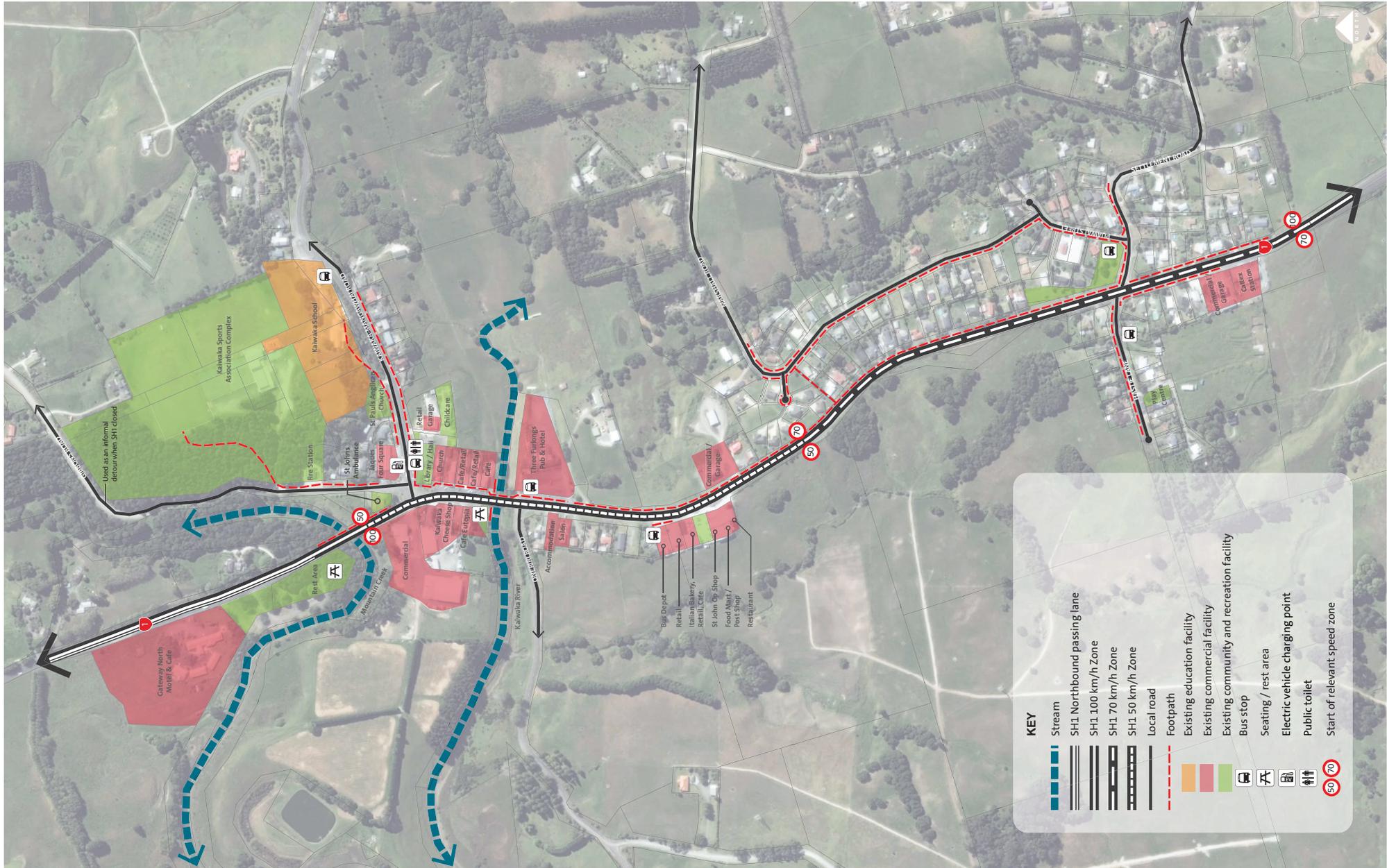
Ref	Action/ Project	Rationale	Vision
1	<p>"Welcome to" Town gateway signage (community)</p> <ul style="list-style-type: none"> a. Southern end of town b. Northern end of town 	To signal to drivers that the Kaiwaka Township is approaching as a place to stop and slow down, as well as an opportunity to display the Town's identity and distinctive sense of place.	DISTINCTIVE PLACE
2	<p>Gateway threshold treatment:</p> <ul style="list-style-type: none"> a. Southern end of town b. Northern end of town 	To signal to drivers that there is a change in speed limit on the approach into Kaiwaka, and to slow down.	SAFE PLACE
3	Riverside walkway loop (alongside Mountain Creek and Kaiwaka River, connecting to main shops and Kauri Walkway)	Opportunity for locals and visitors to connect to the Kaiwaka River and recreate in and around Kaiwaka. The walkway would start from Gibbons Rd (linking to the existing Kauri walkway), towards and under Mountain Creek Bridge, along the creek to loop back along Kaiwaka River to the Kaiwaka River Bridge underpass by Oneriri Road, connecting back to the main village shops.	CONNECTED, VIBRANT, DISTINCTIVE AND GREEN PLACE
4	<ul style="list-style-type: none"> a. New underpass connection from north eastern end of Mountain Creek bridge connecting to the rest area on west. b. Install handrail on Mountain Creek Bridge connecting to underpass 	<p>This would provide a better connection for visitors stopping at the rest area to the main commercial part of Kaiwaka as well as the new Riverside walkway loop. The underpass also would provide a safer alternative route than crossing SH1.</p> <p>A handrail on Mountain Creek Bridge would also give the perception of safety between vehicles and pedestrians walking along the bridge.</p>	CONNECTED, VIBRANT, DISTINCTIVE, GREEN AND SAFE PLACE

Ref	Action/ Project	Rationale	Vision
5	<p>Ped connection / footpath improvements:</p> <ul style="list-style-type: none"> a. New footpath with planted verge outside the Kaiwaka Cheese Shop north to link with Riverside walkway along Mountain Creek (currently no existing footpath) b. Improved footpath to Café Eutopia from Kaiwaka River Bridge underpass and riverside walkway c. New footpath along western side of Gibbons Road from the start of the riverside walkway around to SH1 and Kaiwaka Mangawhai Rd intersection (currently no existing footpath). d. Install signage highlighting existing concrete footpath to school from Kaiwaka Mangawhai Road. e. Initial planting of verge and then future widening of existing footpath along eastern side of SH1 in the 50km area f. New footpath with planted verge and street planting along western side of SH1 just north of the commercial area (to connect up to pedestrian refuges). g. Widening/ realigning of footpath with planted verge along SH1 from Kaiwaka Mangawhai Rd to Mountain Creek Bridge. h. New footpath along the corner of Gibbons Road and Kaiwaka Mangawhai Road outside the Four Square (currently no existing footpath). i. New footpath with planted verge along western side of SH1 from commercial area to Café Eutopia (inclusive of a new footbridge across Kaiwaka River) (currently no footpath). j. Potential parallel 'off-road' walkway from Kaiwaka Mangawhai Road and any future residential development off Marshall Road. 	<p>To establish better connectivity between the main commercial areas of Kaiwaka and key hubs (i.e bus stops, parking areas, schools, recreational areas, main settlements).</p> <p>More pedestrian activity provides a visual cue to drivers to slow down. Generally drivers tend to slow down when people are visible, due to the need to be aware of their movements in relation to the road, as well as people's general interest in other people and understanding of the environment. Having more people activity, in itself generates more activity and interest as Kaiwaka as a place.</p>	<p>SAFE, CONNECTED, AND VIBRANT PLACE</p>

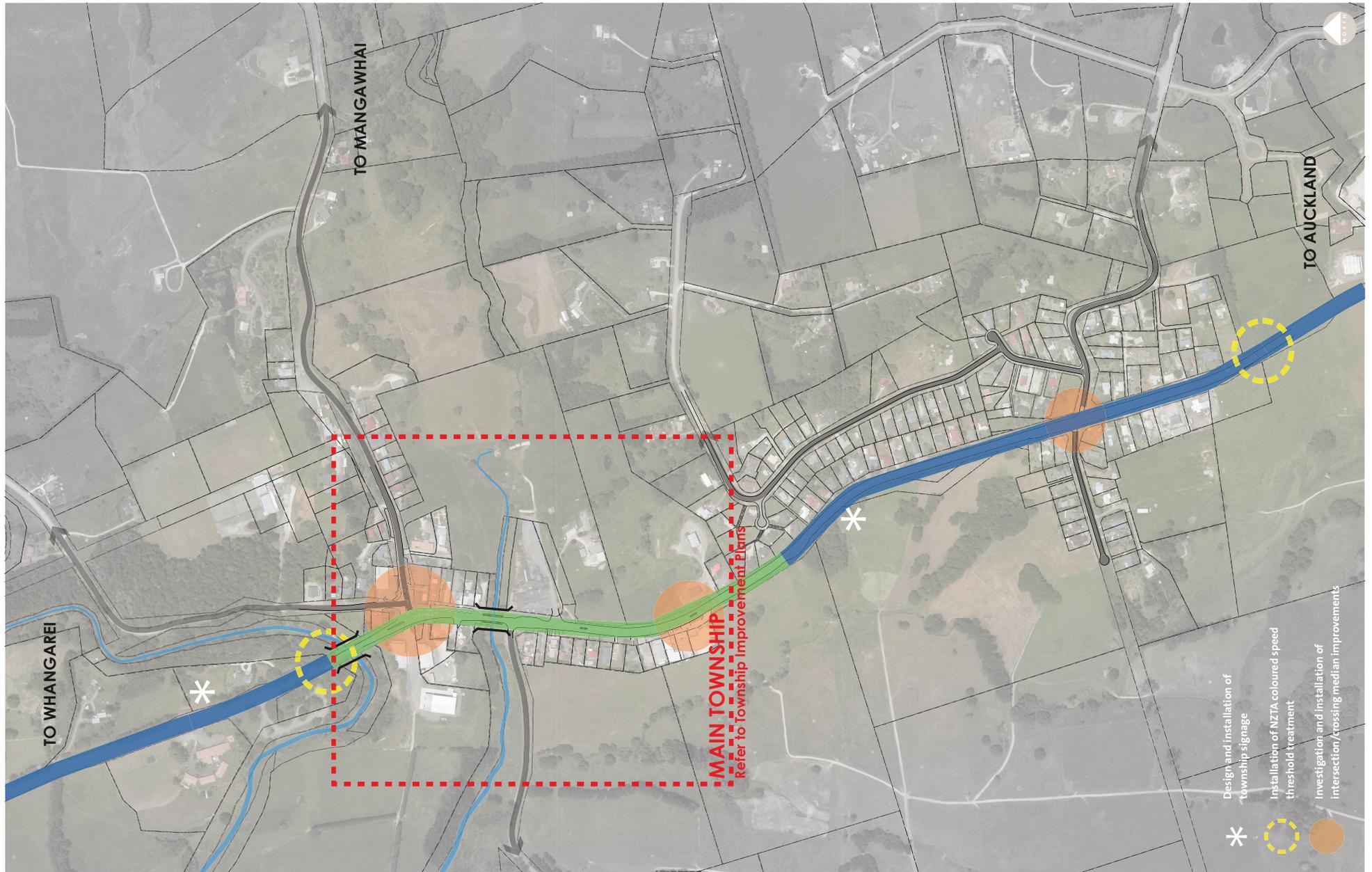
Ref	Action/ Project	Rationale	Vision
6	<p>Pedestrian refuges if practicable:</p> <ul style="list-style-type: none"> a. Across Kaiwaka Mangawhai Rd b. South of SH1 / Kaiwaka-Mangawhai Rd intersection c. SH1 Commercial area (near Italian Bakery) d. SH1 Southern end (near Hastie Lane) 	<p>There are a number of desire lines where people want to cross the road, and providing pedestrian facilities will direct people to where the safest places are to cross the road.</p> <p>It is noted however that the location of some of the desire lines may not be feasible as indicated due the difficulty of their constraints e.g. physical, economic, property ownership etc.</p>	SAFE AND CONNECTED PLACE
7	<p>Improved street amenity for main town – widened footpath and public space including signage and street planting. Realignment of kerb, reconfigured parking bays, wider median barrier between slip lane and SH1 to enable amenity planting. Investigation for rationalisation of Kaiwaka Mangawhai Rd intersection</p>	<p>Creating more civic space helps provide the opportunity for the community and people to meet and interact. Currently the township is spread out, and by improving this corner of the State highway will help concentrate activity to one location, which helps indicate to drivers there is activity and a reason to stop and slow down. Amenity planting of the central median between the slip lane and SH1 will help improve amenity and give the perception of a narrower road.</p>	VIBRANT AND DISTINCTIVE PLACE
8	<p>Art installation to screen water utility/ improve underpass amenity</p>	<p>Currently the water utility is unsightly and in the middle of a public space. Screening it will improve public amenity, become a place of interest and add to the identity of Kaiwaka</p>	VIBRANT AND DISTINCTIVE PLACE
9	<p>Improved bus stop amenities</p>	<p>Improved visitor and commuter amenities will attract more visitors to stop and stay in Kaiwaka. A safe and clearly marked out bus stop helps with way finding.</p>	SAFE AND CONNECTED PLACE
10	<p>Street tree planting on road reserve along SH1 between commercial area and Oneriri Road</p>	<p>Street planting will help improve township amenity, as well as help give the impression of a narrower road to help slow down vehicles.</p>	DISTINCTIVE AND GREEN PLACE

Ref	Action/ Project	Rationale	Vision
11	"Your Speed" road safety feedback sign (approximate location only)	To reinforce driver behaviour to keep to the recommended speed limit	SAFE PLACE
12	Realignment of Oneriri Rd intersection	KDC will investigate the most practical and feasible way to improve the safety and efficiency of the Oneriri Road intersection to improve visibility and right turn in movements.	SAFE AND CONNECTED PLACE
13	Story boards displaying local history and culture	To educate and provide visitors with an understanding of the local history and place, and complement the visitor attractiveness of the area.	VIBRANT AND DISTINCTIVE PLACE
14	Improve attractiveness of the Rest Area	Alongside better walking connections to the main commercial area of Kaiwaka, ensuring that the rest area is safe and attractive for visitors	SAFE, CONNECTED AND GREEN PLACE
15	Re-aligning the sliplane accessway at the Kaiwaka shop parking area to ensure that a vehicle approaches the exit at a 90 degree angle	As this document was being produced (July 2016), a fatal accident occurred when a vehicle making a right turn out of the Kaiwaka shop parking area (sliplane accessway) collided with a truck travelling southbound on SH1. The police do not consider that speed was a factor in this case. However as a result of this accident, the NZ Transport Agency has approved a project to realign the accessway to ensure that a vehicle approaches the exit at a 90 degree angle to maximise the ability for the driver to see clearly the approaching vehicle.	SAFE PLACE

MAP 1: EXISTING CONTEXT PLAN



MAP 2: IMPROVEMENT PLAN - WIDER TOWNSHIP AREA, SHORT TO MEDIUM TERM (1-5 YEARS, 2016 -2021)



INDICATIVE ONLY

MAP 3: TOWNSHIP IMPROVEMENT PLAN - MAIN TOWNSHIP, SHORT TO MEDIUM TERM (1-5 YEARS, 2016-2021)



MAIN TOWNSHIP

Key

- Existing footpath - retained in situ
- Widened/realigned footpath with planted verge
- New footpath with planted verge and tree planting where possible
- Riverside walkway
- Street tree planting on verge
- Electric vehicle charging point
- Public toilet
- Art installation to cover utilities
- Informal pedestrian crossing point
- Kauiwi School Bike Trail
- Kauiwi Sports Association Fitness Trail

MAP 4: TOWNSHIP IMPROVEMENT PLAN - MAIN TOWNSHIP, LONG TERM PLAN (5 YEARS+, 2021 ONWARDS)



6. IMPLEMENTATION

Who is responsible for implementing the plan?

As mentioned throughout this document, Kaipara District Council, the NZ Transport Agency and the Kaiwaka Community each have a shared responsibility for implementing this plan and delivering projects to support the vision. Many of the improvements will be dependent on available budgets for their implementation, so those which require larger amounts of funding are therefore considered longer term.

Already considerable effort has been made from all parties to commit to addressing issues in Kaiwaka and responding in a co-ordinated and effective manner through the development of this Plan. This next stage will be to ensure that each of the improvements identified can be implemented,

as further investigations, agreement, and detailed design etc is necessary. It is important to note that some of the works proposed are currently unfunded, and these will need to be prioritised as and when opportunities arise, or when funding becomes available.

While Kaipara District Council has limited financial capacity to carry out substantial work in Kaiwaka, there is the opportunity to partner with the community to gain the most from a limited pool of funds in terms of volunteer input. For more substantial costs, Council staff will apply to the Long Term Plan process to seek funds. In the short term there is capacity to implement some of the low hanging fruit, or smaller cost actions, as stated below. The tables below provide a summary of the initiatives shown on the Improvement Plans, and indicate who is responsible for their delivery.

TABLE 3. SHORT - MEDIUM TERM ACTIONS (1-5 YEARS. 2016-2021):

No. on Map	Action/ Project	Responsibility	Timeframe	Funding
1a	"Welcome to" Town gateway signage (community) at southern end of town	Kaiwaka community + KDC	16/17 financial year	KDC to contribute \$5,000 from Community Development Fund and Community to organise design and installation
1b	"Welcome to" Town gateway signage (community) at northern end of town	Kaiwaka community + KDC	16/17 financial year	As above
2a	Gateway threshold treatment at southern end of town	NZTA	2016 - 2021	Currently unfunded
2b	Gateway threshold treatment at northern end of town	NZTA	2016 - 2021	Currently unfunded
3	Riverside walkway loop (alongside Mountain Creek and Kaiwaka River, connecting to main shops and Kauri Walkway)	KDC + Kaiwaka community	Begin in 16/17 financial year	KDC contribution from Community Development Fund

No. on Map	Action/ Project	Responsibility	Timeframe	Funding
4a	New underpass connection from north eastern end of Mountain Creek bridge connecting to the rest area on west.	KDC	16/17 financial year	KDC contribution from Community Development Fund
4b	Install handrail on Mountain Creek Bridge connecting to underpass	KDC	2016-2021	Currently unfunded
5a	New footpath with planted verge outside the Kaiwaka Cheese Shop north to link with Riverside walkway along Mountain Creek	KDC	2016-2021	Currently unfunded
5b	Improved footpath to Café Eutopia from Kaiwaka River Bridge underpass and riverside walkway	KDC	16/17 financial year	KDC contribution from Community Development Fund
5c	New footpath along western side of Gibbons Road from the start of the riverside walkway around to SH1 and Kaiwaka Mangawhai Rd intersection	KDC	2016-2021	Currently unfunded
5d	Install signage highlighting existing concrete footpath to school from Kaiwaka Mangawhai Road.	KDC	16/17 financial year	KDC contribution from Community Development Fund
5e	Planted verge along existing footpath on eastern side of SH1 from main shops to the start of residential area	KDC	Begin 16/17 financial year	KDC contribution from Parks budget
5f	New footpath with planted verge and street planting along western side of SH1 just north of the commercial area to connect up to pedestrian refuge.	KDC/ NZTA	2016-2017 to align with installation of pedestrian refuge (NZTA)	NZTA funded for new connecting footpath KDC contribution from Parks budget for street planting

No. on Map	Action/ Project	Responsibility	Timeframe	Funding
6c	Pedestrian refuge/s on SH1 in proximity to commercial area (near Italian Bakery)	NZTA	16/17 financial year	Funded
6d	Pedestrian refuge on SH1 at southern end of Kaiwaka Township (near Hastie Lane)	NZTA	2016-2021	Currently unfunded
8	Art installation to screen water utility/ improve underpass amenity	KDC + Café Eutopia (Community)	16/17 financial year	KDC contributed \$4,000 from Community Development Fund and community to carry out work Funded
9	Improved bus stop amenities	KDC	2016-2021	Currently unfunded
10	Street tree planting on road reserve along SH1 between commercial area and Oneriri Rd	KDC + Kaiwaka community	Begin 16/17 financial year	KDC contribution from Parks budget
11	"Your Speed" road safety feedback sign	NZTA	16/17 financial year	Funded – Installed in October 2016.
12	Realignment of Oneriri Rd intersection	KDC	Engineer engaged in 16/17 financial year to assess and provide future options.	Investigation funded from KDC Roading budget Implementation currently unfunded.
13	Story boards displaying local history and culture	KDC, Te Uri o Hau + Kaiwaka Can	2016-2021	Currently unfunded
14	Rest Area improvements	KDC, Te Uri o Hau + Kaiwaka Can	2016-2021	Currently unfunded
15	Re-aligning the sliplane accessway at the Kaiwaka shop parking area to ensure that a vehicle approaches the exit at a 90 degree angle	NZTA	17/18 financial year	Funded

TABLE 4. LONGER TERM ACTIONS (5 YEARS +):

No. on Map	Action/ Project	Responsibility	Timeframe	Funding
5e	Widening of existing footpath on eastern side of SH1 between the shops and residential area	KDC	2021 - onwards	Currently unfunded
5g	Widening/ realigning of footpath with planted verge along SH1 from Kaiwaka Mangawhai Rd to Mountain Creek Bridge.	KDC	2021 - onwards	Currently unfunded
5h	New footpath along the corner of Gibbons Road and Kaiwaka Mangawhai Road outside the Four Square.	KDC	2021- onwards	Currently unfunded
5i	New footpath with planted verge along western side of SH1 from commercial area to Café Eutopia (inclusive of a new footbridge across Kaiwaka River).	KDC	2021 - onwards	Currently unfunded
5j	New parallel link between Marshall Road and Kaiwaka Mangawhai Road.	KDC	Dependent on development increasing in this area	Currently unfunded
6a	Pedestrian crossing on Kaiwaka Mangawhai Rd	KDC	2021-onwards	Currently unfunded
6b	Pedestrian refuge on SH1 south of SH1 / Kaiwaka-Mangawhai Rd intersection	NZTA	2021 - onwards to align with KDC footpath improvements and median barrier	Currently unfunded
7	Improved street amenity for main town - widened footpath and public space including signage and street planting. Realignment of kerb, reconfigured parking bays, wider median barrier between slip lane and SH1 to enable amenity planting.	KDC	2021 - onwards Request funding in Council's Long Term Plan	Concept Plan and Implementation currently unfunded.
12	Realignment of Oneriri Rd intersection	KDC	Engineer engaged in 16/17 financial year to assess and provide future options.	Investigation funded from KDC Roading budget Implementation currently unfunded.

7. WHERE TO FROM HERE?

It is intended that the Kaiwaka Township Improvement Plan will be a reference document, and will be referred to when any new projects or capital works are undertaken in the area. It has been developed to capture all the work and information discussed over the past year, and identify some key projects that KDC, NZTA and the community can do in order to make Kaiwaka a better place.

As mentioned previously, the identified actions/projects are starting points only, and each one will require further investigation to make sure they are feasible and practical. For example, where it has been indicated that there will be new or widened footpaths with planted verges and street planting, further detail will need to be explored, i.e. to name a few: the width and position of the footpath in relation to services and property boundaries, and any implications with topography; consideration of lighting (for pedestrian safety); plant species having consideration made for cost, maintenance, potential to obstruct sight distance and visibility of drivers, and overall theme/continuity for the Kaiwaka Township etc.

While speed has been the main impetus behind why this document has been produced, a wider and more holistic approach has been taken to address this issue. KDC and NZTA intend to provide regular updates to the community as to how the actions/projects are progressing and will be continually monitoring the speed in Kaiwaka Township.

Everyone has a shared responsibility of ensuring that Kaiwaka is a great place to live and an attractive place for visitors to stop when passing through. The vision for Kaiwaka as set out in this document is understood to be what the people of Kaiwaka want Kaiwaka to be, and the projects identified in this document go some way to achieve that. With the help of the community and other community led initiatives, it is hoped that this shared vision will be achieved.

If you have any further queries, please contact:

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