

20 December 2021



Dear 

LOCAL GOVERNMENT OFFICIAL INFORMATION AND MEETINGS ACT Request: 2021-110

Thank you for your letter of 26 October 2021 to the Carterton District Council, attached as **Appendix One**.

Your request has been considered under the Local Government Official Information and Meeting Act 1987 (the Act).

Thank you for providing us with your concerns, and for letting us know that you did not receive any acknowledgement or response to your previous request of 5 May 2021. For this, we do apologise.

Our response to your concerns raised and request is attached as **Appendix Two**.

In regards question 9 of your request, the information has been withheld under section 7(2)(a) of the Act, to protect the privacy of natural persons.

As required under section 7(1) of the Act, I have had regard to the public interest considerations favouring the release of the information withheld. I do not consider the public interest considerations favouring the release of this information sufficient to outweigh the need to withhold it at this time.

Please note, the Council now proactively publishes OIA responses on our website. As such, we may publish this response on our website after five working days. Your name and contact details will be removed.

Thank you again for your letter. You have the right to ask an Ombudsman to review this decision. You can do this by writing to info@ombudsman.parliament.nz or Office of the Ombudsman, PO Box 10152, Wellington 6143.

A handwritten signature in blue ink that reads "Geoff Hamilton". The signature is fluid and cursive, with a horizontal line underlining the name.

Geoff Hamilton
Chief Executive
Carterton District Council

RELEASED UNDER LGOIMA

Appendix Two – Response to Request

- 1. All pedestrian crossing especially west side of High Street. Reduced parking each side, visibility very poor for vehicles and pedestrians. Maybe traffic light system. Intersections-Broadway onto High Street and Mason Street onto Belvedere Road, reduce parking both sides.**

The Waka Kotahi NZ Transport Agency is responsible for all the pedestrian crossing. There is a planned upgrade of the 21 crossings in SH2. This can be viewed in their website: <https://nzta.govt.nz/projects/sh2-wairarapa-highway-improvements/pedestrian-crossings/>.

- 2. Street marking - centre line markings are these intersections, both ends McKenzie Tce, William Wong and Broadway, Faraday and Pembroke, Mason St and Broadway. If not required why do 99% of intersections have them and are these the only SAFE intersections in Carterton?**

The centre-line marking for both ends of McKenzie Terrace, William Wong and Broadway, Faraday and Pembroke, Mason St and Broadway, are in the Council's next line marking schedule.

- 3. Stop or Give Way sign – Ballinger Place and William Wong PI, now and for anticipated traffic. (an accident waiting to happen).**

Majority of Carterton's intersections do not have signage including those onto the state highway where the general road rules apply.

- 4. Footpaths- Smoothness needed -eg: tree roots potholes and grit need to be fixed. With reference to attached photos, having the small section of footpath sealed, has any one followed up the workmanship of this undulating finish? Extreme -William Wong east side from 40 to Broadway also to include nonexistent footpath - Residents required to walk on road and dodging traffic is unsafe.**

The Surface finish is well within acceptable tolerance. In line with many streets of Carterton, William Wong Pk has a single sided footpath. The increased levels of service can be put to councillors for Annual Plan consideration.

- 5. Gutter cleaning- in particular Pembroke St and all the pipe work under the drive accesses. Does the council follow up on the state of work contracted out?**

The Council District Council (CDC) undertakes sample assessments of work where resources allow.

- 6. Grass Berms - Is it illegal to park on them? If so, suggest removing grass area and sealing road in particular William Wong PI and create angle parking. What is the purpose of this section of grass berm.**

There is no designated parking on the eastern side of William Wong PI and should not be parked on. The cost of providing parking and safety considerations can be considered and reported to Council for additional works approval.

- 7. Is it illegal to angle park on an unmarked section of the road? Eg West side of Mason Street? More parking areas are needed. I believe the parks on Hollaway St are mainly used by council staff and school staff.**

The additional parking has been considered and approved by Council with the move of the operations yard to Dalefield.

- 8. Turning onto and exiting from side streets onto the Main highway. Carterton- Holloway st - If exiting onto high st and wish to turn right to head north can only turn left and then figure out how to go north. Cannot turn right into Holloway st (except police) to get to events centre. Suggest a roundabout at Pembroke and High st Intersection. Nb: Greytown - Featherston and Masterton can all turn left and right.**

The State Highway 2 works are controlled by Waka Kotahi NZ Transport Agency.

- 9. How many councillors live in closeness to the main centre.**

Information has been withheld under section 7 (2)(a) of the Act, to protect the privacy of natural persons.

- 10. Why so much infill housing when most will commute to wgtm by rail everyday, shops would only be for convenience not an everyday access to all shops. Create subdivisions not coronation Street Housing. This only adds pressure to the existing infrastructure e.g.: sewerage, storm water and water supply. An accommodation complex would attract more visitors**

Carterton district is growing. With that growth comes the need to carefully consider the balance between the demand for, and supply of, housing for current and future residents. Currently, Carterton has the highest median weekly rent of the three Wairarapa districts. Available data also tells us that for Carterton homeowners, 29% of household income is required to service an 80% loan to value mortgage. This indicates that solutions are required to alleviate pressure within the Carterton housing market. To understand what solutions are available, CDC commissioned the Housing Action Plan, can be viewed here: <https://cdc.govt.nz/your-council/publications/>. To consolidate a vision for housing in the district and to identify the options and tools available to CDC to effectively stimulate housing supply and increase affordability.

CDC growth studies indicate that Carterton needs approximately 1,000 new houses to accommodate growth between now and 2043. This represents a 24% increase from the total of 4,143 total private dwellings in Carterton district as per the 2018 Census, or 40 new houses per year between 2018 - 2043.

- 11. Cycle and walkways: Only good for those that can.**
 - (a) What is the cost?**
 - (b) What is the% of locals anticipated that will use it every day?**
 - (c) What is the% cost to maintain it and who will be paying for this?**
 - (d) Will it bring revenue into Carterton every day?**
 - (e) Have river crossings been taken into account?**
 - (f) Will it be available to electric scooters and bikes?**
 - (g) If so, will charging stations be allocated at various sites?**
 - (h) Will these walk and cycle ways be available for mobility scooters?**
 - (i) Will access be readily available for emergency services if required?**

We have interpreted this question as you are seeking further clarification on the Town, in particular the Greytown to Carterton section.

- (a) The indicative cost of section 2 Greytown to Carterton is \$2,343,594 (based on 2020 prices). The information can be found in the Five Towns Trail Master Plan, on page 50 which can be viewed here: [Wairarapa Five Towns Trail Network Master-0002.pdf \(wsimg.com\)](https://www.wairarapa.govt.nz/assets/Uploads/Wairarapa-Five-Towns-Trail-Network-Master-0002.pdf).
- (b) User information is contained within the Master Plan under Socio Economic Benefits and Considerations, (refer table 29, page 107 Trail Users, [Wairarapa Five Towns Trail Network Master-0002.pdf \(wsimg.com\)](https://www.wairarapa.govt.nz/assets/Uploads/Wairarapa-Five-Towns-Trail-Network-Master-0002.pdf)). Estimated users research has been undertaken by the consultant for the network as a whole.

Further trail user research will be considered during the planning and feasibility stage of each section. Trail counter data from around the region shows that recreation trails are highly used by locals for the purpose of walking, cycling, running, dog exercise and in some cases horse riders where appropriate for example the Masterton Recreation Trails where horses are permitted on some of the network. During Carterton District Councils Long Term Plan pre-engagement exercise the big jar of ideas, 53 people submitted ideas about walking and cycling. Furthermore, 83 per cent of people surveyed in 2020 said they would like to see more walking and cycling trails in the Carterton District for both recreational and tourism reasons. trails were the highest ranking “want” in responses. This drove the decision to include the Greytown to Carterton section as a priority for CDC.

- (c) Maintenance costs are considered within the Master Plan based on 1.5% of the construction cost annually (refer table 28, page 107 Trail Costs, see link: <https://fivetownstrail.co.nz/our-master-plan>). The approximate annual maintenance cost for this section based on that calculation metric would be around \$35k. The funding of ongoing maintenance may differ between sections depending on management of each section, and will be a consideration during the planning and feasibility stage.
- (d) High level Regional spending estimates are also contained in the Master Plan (refer page 108 Spending in the Region, see link: <https://fivetownstrail.co.nz/our-master-plan>). The estimates are based on the network as a whole not section by section. This will also be looked at during planning and feasibility of each section.
- (e) Yes. The indicative costs of each section include river crossings where required as per page 46-50 of the Master Plan see link: <https://fivetownstrail.co.nz/our-master-plan>.
- (f) All recreational trails within Wairarapa are open to the use of e-bikes (as per the e-bike policy adopted by our 3 district councils) and e-scooters (if the construction type allows) with the exception of trails on Department of Conservation owned estate where they are generally not allowed unless specified.
- (g) As the trails will be connected by the urban towns it would be expected that urban charging stations could be used. Due to the length and duration of the trails, as well as the grading being 1-2 it would not be likely that charging stations would be required within each section, however this will also be considered during planning and feasibility. Charging sites would be marked on the network maps as the network develops.

The Community Development coordinator for Walking and Cycling is currently researching possible electric bike charging stations for the towns in the Wairarapa district. Items being

considered include; a range of different charging plugs, shelter over the top of bikes, use of solar power from the shelter roof, room for bike trailers, security, location to town centres and public transport connections.

- (h) Yes, in some sections, specification standards may differ across the network so this would be dependent on the trail planning, location and design.

There is potential for ideas such as the Lions Cycling without Age project with their rickshaw which means community members could be able to enjoy the trails no matter what their mobility is. There are already 2 chapters in Wairarapa. More information can be found in the following link: <https://www.facebook.com/cyclingwithoutagenz/>

- (i) Yes, any section that may require gates / barriers would have separate access/plan to allow emergency services entry similar to what the Greytown-Woodside Trail has. This will be part of the detailed planning for each section.

12. Carterton compared to Greytown CBD and Housing. Greytown: I believe have /had realistic plans done by specialists for its town layout and foresight and not by individual councillors. CBD is bright and welcoming. Carterton: Does not appear to care about all its residents. CBD is outdated. There appears to be no realistic plans that care for its residents and the future. Dull and drab in appearance and High st is liken to driving through a tunnel. Featherston: somewhat outdated but inviting

Referring to the Long-Term Plan (LTP), the council received more than 200 submissions and heard directly from a number of individuals and groups of submitters. Many of those submissions related to the key items outline in our consultation document. One of these key items was:

- Town Centre Redevelopment, a revamp to the Carterton Town Centre.

The LTP can be viewed here:

<https://cdc.govt.nz/wp-content/uploads/2021/07/2021-31-LTP-document-Final-signed.pdf>

13. Heavy vehicles turning from William Wong place, Ballinger place cnr around the live power pole and back onto William Wong place. Damaging concrete guttering, knocking over rubbish bins, moving bins and partially blocking to next entrance, being abusive on occasions, running over stay wire of power pole,- pipe safety barrier has been cut and removed. Who will be held accountable if this power pole is knocked down with potential electrical and possible fire damage to the surrounding households and if the wall to driveway of 40+ is damaged?

The power infrastructure is the responsibility of the power company.

14. ECOLI: We live on a flood plain. I believe the main source is farm effluent which soaks into the aqua layer and then onto the bores continually. It will never go away even with chlorination. General fulltime maintenance can only do so much. A possible solution is to build a dam away from this as would also future proof the added population that is anticipated for Carterton.

CDC is reviewing where additional water sources could be to accommodate future growth. The responsibility of overseeing water quality has been transferred to Taumata Arowai with new drinking water standards nearing completion.

15. Street lighting -with the reduced brightness at night and trees blocking light and combined with other pedestrian issues, how safe is it to walk the streets at night? (especially for women)

General safety that you refer to is the realm of the New Zealand police who would be in a better position to respond to this question.

16. If I can legally cut back vegetation over hanging my boundary fence from my neighbour, can I cut back vegetation in the same manner, vegetation that over hangs a public footpath obstructing a safe walking passage? If not, who can and will enforce this hazard to be removed?

Council has no jurisdiction over trees on private property. We only become involved in issues about trees on private property if a tree. Blocks public areas, such as public footpaths or roads.

It is the responsibility of both the Council and private property owners to maintain plants and trees between roads and the front line of private properties. Property owners are responsible for keeping plants and trees from their properties within height and width restrictions over public footpaths and roads, keeping branches clear of private access ways, such as driveways and footpaths.

Vegetation growing from private land – for example, over or through fences – is the owner's responsibility. Height and width restrictions apply for all vegetation growing from private land onto public land. In some cases, the Council may have to prune or remove growth from private land if we receive complaints about the overgrowth.

The consumer link: <https://www.consumer.org.nz/articles/trees-and-neighbours> provides some good advice on trees and neighbours.

17. Does workplace health and safety, or road safety, take precedence over general public safety. (Footpaths,- road markings etc)?

A footpath is not a worksite unless there is work been carried out upon it and therefore would not fall under Worksafe's jurisdiction. Use of the footpath or roads has equal safety rating.

18. Recycle and rubbish bins. With the "jump on the band wagon" attitude was any consideration given to the placement of these on the street? Recycle trucks refuse to enter small cul-d-sacs, hence there could be up to 20 bins in our section of street on collection day. As there is not enough foot path space to accommodate these bins, they end up blocking driveway entrances and with trucks turning illegally bins have been crushed, knocked over and verbal abuse has occurred because collection trucks cannot get easy access if they are double stacked on the street.

As we understand, the area that you are referring to is William Wong Pl.

We are aware that the rubbish trucks cannot go into some cul de sac's in particular as they do not have enough room to turn around and can damage the kerb, the grass berm. Ideally it is safer for them to be at one collection point this is only on the specific collection day around the same time and people could accommodate during the period to avoid parking there. It could be beneficial to do a letter drop in your area to avoid parking at those times to keep a clear space for the trucks to empty the bins and have a council staff visit and communicate with those households it affects.

- 19. All ratepayers will have questions as to why the increase in rates. I ask the questions - in detail- where has the previous money gone? Has there been misinformed costings, mismanaged information- or individual dreams at this point that would benefit the ratepayers? Increased staff-why? It appears to be generating more problems with all these "save the planet "ideas generated from Government. After ten years in Carterton - excuses. There appears to be no apparent professional forethought or advice into Carterton's realistic future. Civic Centre was well fought for, but what about suitable accommodation, carparking beyond Holloway St. With the increase in rates, what will the money be spent on to benefit all ratepayers? Not debt I hope**

The Carterton District Council Annual Report for the year 2021, and the Long-Term Plan for 2021-2031 can be viewed here: <https://cdc.govt.nz/your-council/publications/>.

The previous 2020 Annual Reports, and the 2018-28 Long-Term Plan can be viewed here: https://cdc.govt.nz/publications_2020/publication-archive/.

The above links may provide the answers to the concerns you have raised where money was spent for those periods, the levels of service we are delivering including the resourcing required to deliver these levels of service, etc. For further information or questions please email: lgoima@cdc.govt.

- 20. Grass berms and weeds: Is Carterton again becoming the 'Weed' capital of the Wairarapa? Street gutters and footpath edges are becoming inundated with weeds in particular Pembroke Street. How often do all berm areas get mowed?**

The council team is currently operating on a busy schedule, with spraying underway, the mower is out daily, and working through their cycle.

- 21. Who owns and or maintains the walkway next to 31 High St north that runs through to Ballinger Place? It has no lighting at night and when it rains a section of can be covered with water.**

The walkway next to 31 High St north that runs through to Ballinger Place is a private property.