

## **Òtorohanga Carriers Association**

We ask the Council to consider the continued parking of trucks on Huiputea Drive.

### **Who we are.**

Our Association was formed around 1972 when local Carriers and Council got together to shift the truck wash from its location behind the railway to its current location which is known now as Huiputea Drive.

The first chairman was the late Dennis Dow, and another founding member was the late James Barker who was also the first inductee into the New Zealand Transport Hall of fame and is the man who the current Òtorohanga playground is named after.

The truck wash that was constructed in 1972 is still today a facility that the community can be proud of.

Our current membership employs around 335 people directly.

We also have actively engaged with the local community over the years with the facilitation of the truck driver licensing program, ride in the truck day and more recently the Truck and Ute festival, just to name a few.

### **We see a need for truck parking.**

Trucks need to be parked so drivers can have a break, so they are not fatigued and are safe on our roads. Trucks sometimes must leave their trailers parked while they make deliveries with the truck to local farmers and business.

Not all trucks can travel along Maniapoto Street as the bridge at the north end of town has a weight limit on it, so the only access through Òtorohanga is along Huiputea Drive. Truck parking on Huiputea Drive was one of the key actions that came from the current Òtorohanga Town Concept Plan.

### **The Solution**

Just before the rail underpass on the left heading south on Huiputea Drive there is an area that trucks could and have parked on previously.

Now, there have been concrete blocks put in the area which makes parking trucks more difficult. This results in the driver having to go right into the metal area to turn around, which churns up the area and as we understand, is dragging metal into the local stormwater drains.

If the concrete blocks were to be moved and the steel railing along the side of the road shortened the trucks could just enter and exit the area without completely turning around. There would not be the churning up of the metal that is currently taking place and maintenance of the area would not be as costly and metal not dragged into the stormwater system.

We think this solution would accommodate trucks to park safely at the northern end of the carpark, and cars to park at the southern end of the carpark and there would still be protection for people using the car park as overflow for the playground.

In closing we think with shifting blocks, and adjusting the metal railings, and a load of metal and a grader the area could be transformed into a safe Truck and Car park.

CURRENT WASH. \*

← OLD WASH.



# Ōtorohanga Town Concept Plan - Actions

Project Objectives						Action / Project	Action / Project Type	Description of Key Actions	Delivery Lead	Timeframe				Cost	Funding	Project Partners and Key Stakeholders (The Ōtorohanga Community Board is a key stakeholder for all actions)
Environmental Health	Cultural Foundations	Social Wellbeing	Economic Prosperity	Spatial Plan	National Policy Framework					Short term: 2022 - 2025	Medium term: 2025 - 2030	Long term: 2030 - 2050	Ongoing: 2050+			

## TRANSPORT AND CIRCULATION

### Create a Street Network Plan for Ōtorohanga

Develop a street network plan for Ōtorohanga to provide guidance and for the systemic improvement of Ōtorohanga streetscapes.

**Policy and Planning**

*Develop a planning/design resource for asset managers covering typology, criteria and guidelines to inform streetscape upgrade projects*

ŌDC

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ŌDC / External Professional Services / Community-driven / Waka Kotahi funding

Business/Property owners, MW, Ōtorohanga community, Waka Kotahi

### Upgrade three key intersections and manage heavy vehicles

Improve the safety of the three key intersections and manage heavy vehicles through the town through a series of staged interventions that methodically increase the balance of these spaces towards pedestrians.

**Feasibility, Planning and Design**

*Investigate intersection upgrade requirements and options for Ōtorohanga's three key intersections at Maniapoto St and Huipūtea Drive, Huipūtea Drive and SH 3, and Maniapoto and Te Kanawa Streets.*

Waka Kotahi

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ŌDC / External Professional Services / Waka Kotahi funding

ŌDC, WRC, Transport Operators, Ōtorohanga community, MW

**Operational, Policy**

*Work with freight companies to redirect heavy-vehicles to Huipūtea Drive.*

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ŌDC / Waka Kotahi

Transport Operators, Ōtorohanga community, MW

**Building**

*Upgrade the intersections on SH3, SH39 and Huipūtea Drive to slow traffic and to increase the safety and accessibility of these intersections for pedestrians.*

Waka Kotahi

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ŌDC / External Professional Services / Waka Kotahi funding

ŌDC, WRC, Transport Operators, Ōtorohanga community, MW

**Feasibility, Planning and Design**

*Investigate the potential of creating purpose built truck facilities on Huipūtea Drive to take advantage of freight moving through town and to encourage truck drivers to use Huipūtea Drive. The facilities could include but should not be limited to a petrol station, accommodation, eateries and truck wash facilities.*

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ŌDC / External Professional Services / Waka Kotahi funding

Transport Operators, WRC, MW, Ōtorohanga community,

**Long-Term Investigation**

*Investigate long-term options to downgrading Maniapoto Road from a state highway to a mainstreet classification, whereby the State Highway 3 route is realigned through Huipūtea Drive or an alternative bypass alignment.*

Waka Kotahi

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ŌDC / External Professional Services / Waka Kotahi funding

ŌDC, WRC, Transport Operators, Ōtorohanga community, MW







