



A new, safer and accessible footpath for Rewa Road, Maraetai

We want to thank the Maraetai community for their engagement on our footpath plan for Rewa Road.

We considered the feedback received, as a result we have updated our design.

We are proceeding with our plan to build a footpath with the following design changes:

- Building out the existing kerb, with the width varying between 0.5 metres and 1 metre. This change is intended to accommodate the new continuous footpath while minimising the need for significant modifications to driveways.
- No trees will be removed
- No changes to retaining walls
- Parking restrictions have been included to allow for vehicle passing opportunities
- Parking restrictions to improve visibility at the bend near the Maraetai Hall

Please refer to the October 2025 updated design



What happens next

We expect to have these changes implemented by June 2026

We'll be in touch with residents before any changes take place.

Engagement summary

- A letter was hand-delivered to Rewa Road letterboxes from August 22nd.
- A letter was also posted to Rewa Road property owners and adjoining Carlton Street mailboxes.
- Local community groups and facilities also received information.
- People could provide a comment via email until Sunday, September 14th.

Summary of feedback received and our response

There were mixed views of the project.

Some questioned the need for a footpath and offered other streets instead. While some raised concerns about the steepness and narrowness of the road, as well as how the footpath would impact traffic congestion, parking, and access in and out of their driveways.

One resident in support mentioned the opportunity to repair some parts of their property at the same time. Someone else also noted that it would be a good opportunity to widen their driveway while AT was onsite.



Themes	Mentions	AT response
<p>There is already a footpath on the eastern side of Rewa Road</p>	<p>There is no need for a new footpath on the other side.</p> <p>There is no need to spend money on a new footpath.</p> <p>There are not enough foot-traffic, population or injuries to justify a footpath</p> <p>The current footpath is adequate and in reasonable condition for the number of people in the area</p>	<p>Requests have been received from community for a new footpath. In addition, from a network planning perspective this location serves a number of local destinations including:</p> <ul style="list-style-type: none"> • It is within 500m of Public Transport network • It is within 800m of Maraetai Beach school • It is within 500m of a community Hall, Beach front, library and coastguard, and the local shops
<p>Rewa Road is a steep road</p>	<p>What is the plan for the flow of rainwater? How will this project stop it flowing on to my property?</p> <p>Will there be a swale installed as part of the project?</p> <p>Because the road is steep, many residents park on the street for convenience</p> <p>Many houses are below the level of the road. A footpath would change the level of private driveways. This will cause problems and damage to the underside of cars, boats and trailers.</p>	<p>The design has been updated so that the footpath will be extended into the road. This means:</p> <ul style="list-style-type: none"> • The footpath will be a standard width without needing to change things like protected trees, power poles, or retaining walls. • Drivers will be able to see pedestrians more easily at the new footpath. • All driveways will now meet current safety standards for slope. • There will be extra room to make driveways smoother where needed. • This helps fix the problem of vehicles scraping the ground when leaving properties. • The stormwater channel will be moved further away from property lines. We will do more checks to see how this affects things, but we expect it will be better than before.



<p>Rewa Road is a narrow road</p>	<p>How far does the footpath, kerb and channel encroach into the existing road space? Reducing the road width will further cause traffic congestion.</p>	<p>The new design will build out the kerb where the width ranges from half a metre to 1 metre.</p> <p>After this change, the road will still be 6.6 metres wide, which is enough space for a quiet local street and not expected to increase congestion.</p> <p>We will also put in some parking restrictions so vehicles can easily pass each other.</p>
<p>Removal of kerbside parking</p>	<p>Where will trade vans park when working on the street</p> <p>The road is already full of parked cars. Where will people park instead. Not all houses have additional parking in their driveways</p> <p>When vehicles are parked on both sides of the road, drivers need to stop to allow a car coming from the other direction to pass through.</p>	<p>The updated design minimises parking removal as much as possible with a total of 4 spaces proposed to be removed. This parking removal is proposed where the road width is narrow. This will then allow for passing opportunities.</p> <p>It is expected that where there is an increase in trade vehicles related to any construction works is a temporary situation.</p>
<p>Parking blocking access in/out of driveways</p>	<p>Some parked cars make it difficult to enter/exit driveways</p>	<p>The updated design allows for a reasonably consistent road width and proposes parking restrictions where the road width is narrow.</p>
<p>Trees</p>	<p>Removing trees will impact on privacy and road noise</p> <p>Avoid removing trees where possible</p> <p>Will AT trim the Pohutukawa trees as part of the project?</p>	<p>Our updated design does not require any tree removal. Any required trimming will be further investigated at detailed design stage with necessary approvals sought.</p>



Reconstructing private driveways, retaining walls	Will AT cover the costs where the project impacts on my private property	Our updated design does not require any changes to retaining walls AT will cover costs of the changes to driveways where our design directly impacts private driveways. AT will only be covering the costs of project extents.
Widening, fixing driveways or retaining walls	Will AT widen, straighten private driveways as part of this project? Will AT repair retaining walls as part of this project?	AT will be making changes to the driveways with the project extents as necessary. Please refer to updated plan for more information on affected driveways. Our updated design does not require any changes to the retaining wall as it is outside of project extent.
Timber boardwalk	A timber boardwalk on a steep road will inevitably become slippery. Who will maintain it?	The updated design does not include a timber boardwalk and has been replaced with a standard footpath.
Loss of privacy	Having a footpath so close to people's homes will cause privacy issues	Footpaths are common features across our road network and are an important community amenity.
Suggestions		AT Response
Suggestions of other streets for a new footpath	Carlton Road has more need of a footpath. A new subdivision is being planned at the eastern end of Maraetai (Carlton Road) so a footpath here is needed more. Other streets need a footpath more than Rewa Road	Rewa Rd has been prioritised due to requests being received from community for a new footpath. In addition, from a network planning perspective this location serves a number of local destinations including: <ul style="list-style-type: none"> • It is within 500m of Public Transport network • It is within 800m of Maraetai Beach school • It is within 500m of a community Hall, Beach front, library and coastguard, and the local shops



		Carlton Crescent has several challenges for building a new footpath, such as narrow roads, steep slopes, protected trees, power poles, and the need for a lot of retaining walls. Because of these issues, building a footpath here would be very expensive. We understand your concerns, but we must use our limited budget where it will make the most practical difference for the community.
A bus shelter on Maraetai Drive outside the Coastguard.	A shelter can offer protection from bad weather and would allow parents to drop off their children instead of having them wait in the car, which causes a traffic hazard.	We have shared this feedback to our Public Transport facilities team for consideration.
Location for a crossing point	Extend the existing footpath on that side of the road from the end of Rewa Road to come around to 21/23 Rewa Road. This would be a good crossing point for the footpath on the other side. There is good visibility coming from the Carlton Road/Community Hall end. It's a quiet area of the road to cross safely.	Thank you for your feedback. Your suggestion will help in front of Maraetai Hall, but it won't cover all the nearby properties with the footpath. Also, the intersection with Carlton Crescent is tricky, and it's hard for pedestrians to see oncoming traffic while waiting to cross. It's important not to put the pedestrian crossing right on top of a hill or around a bend. Drivers need to be able to see the crossing in plenty of time so they can stop safely for people crossing.
Pedestrian crossing	A simple pedestrian crossing would be adequate connecting the current footpath to improve safety.	The intersection with Carlton Crescent is tricky because people waiting to cross can't see oncoming cars very well. We need to make sure any pedestrian crossing isn't placed right at the top of a hill or on a bend. Drivers need plenty of time to see the crossing ahead so they can stop safely for anyone using it.
Install broken yellow lines (no stopping at all times)	The bend opposite the community Halls needs broken yellow lines. Cars parking here are obscuring the view of drivers approaching the corner.	Parking restrictions have been included as part of the design to improve visibility at the bend near the Maraetai Hall



Speed-calming measures needed	A solution to slow traffic as it comes over the brow of the hill by the Community Hall would be good. Children gather and walk past this area daily.	We have reviewed the safety of this site and can confirm that it is a low-risk low and volume road with no crash history. We are however providing parking restrictions to improve visibility at the brow of the hill.
Support		AT Response
Path will lead to increase in foot traffic – more people walking	Could help develop the Maraetai area a lot Could attract new businesses and more people to the area	Thanks for your feedback.
Agree with proposal		Thanks for your feedback.

ENDS