

Mā tō tātou takiwā
For our District

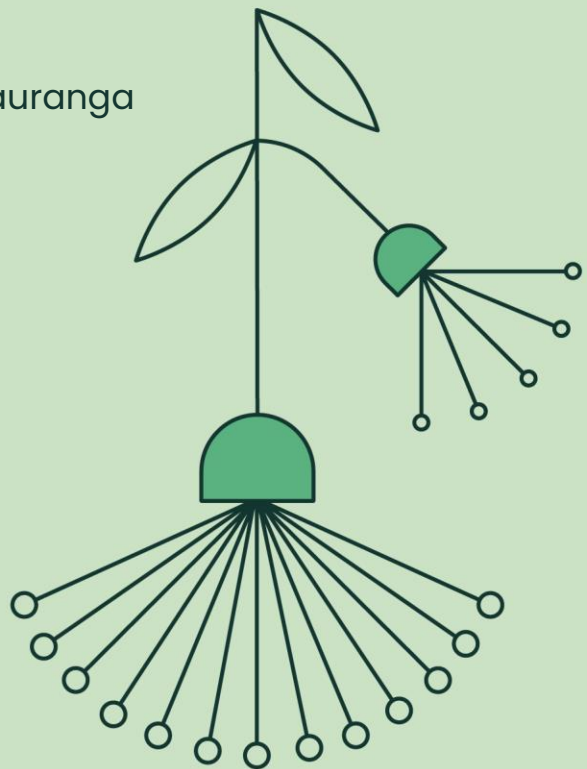
Projects and Monitoring Committee

Kōmiti Whakakaupapa me Aroturuki

PMC23-4

Tuesday, 31 October 2023, 9.30am

Council Chambers, 1484 Cameron Road, Tauranga



Projects and Monitoring Committee

Membership:

Chairperson	Cr Don Thwaites
Deputy Chairperson	Cr Allan Sole
Members	Cr Tracey Coxhead Cr Richard Crawford Cr Grant Dally Mayor James Denyer Cr Murray Grainger Cr Anne Henry Cr Rodney Joyce Cr Margaret Murray-Benge Deputy Mayor John Scrimgeour Cr Andy Wichers
Quorum	Six (6)
Frequency	Quarterly

Role:

- To monitor and review the progress of the Council's activities, projects and services.

Scope:

- To monitor the effectiveness of Council and agency service agreements / contracts.
- To monitor the implementation of Council's strategies, plans and policies, and projects as contained in the Long Term Plan or Annual Plan.
- To monitor agreements between Tauranga City Council and Western Bay of Plenty District Council and recommend to the respective Councils any changes to agreements, as appropriate.
- To monitor the on-going effectiveness of implemented joint projects, plans, strategies and policies with Tauranga City Council.
- To monitor performance against any Council approved joint contracts with Tauranga City Council and/or other entities.
- To monitor Community Service Contract performance, set service delivery requirements and receive annual reports from service delivery contractors.
- Monitor performance against the Priority One approved contract.
- Subject to agreed budgets and approved levels of service, make decisions to enable delivery of the operational and capital programme of Council.

Power to Act:

To make decisions to enable and enhance service delivery performance, in accordance with approved levels of service and subject to budgets set in the Long Term Plan or any subsequent Annual Plan.

Power to Recommend:

To make recommendations to Council and/or any Committee as it deems appropriate.

Power to sub-delegate:

The Committee may delegate any of its functions, duties or powers to a subcommittee, working group or other subordinate decision-making body, subject to the restrictions on its delegations and provided that any sub-delegation includes a statement of purpose and specification of task.

Notice is hereby given that an Projects and Monitoring Meeting will be held in the Council Chambers, 1484 Cameron Road, Tauranga on:
Tuesday, 31 October 2023 at 9.30am

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1 KARAKIA

Whakatau mai te wairua	Settle the spirit
Whakawātea mai te hinengaro	Clear the mind
Whakarite mai te tinana	Prepare the body
Kia ea ai ngā mahi	To achieve what needs to be achieved.
Āe	Yes

2 PRESENT**3 IN ATTENDANCE****4 APOLOGIES****5 CONSIDERATION OF LATE ITEMS****6 DECLARATIONS OF INTEREST**

Members are reminded of the need to be vigilant and to stand aside from decision making when a conflict arises between their role as an elected representative and any private or other external interest that they may have.

7 PUBLIC EXCLUDED ITEMS**8 PUBLIC FORUM**

A period of up to 30 minutes is set aside for a public forum. Members of the public may attend to address the Board for up to five minutes on items that fall within the delegations of the Board provided the matters are not subject to legal proceedings, or to a process providing for the hearing of submissions. Speakers may be questioned through the Chairperson by members, but questions must be confined to obtaining information or clarification on matters raised by the speaker. The Chairperson has discretion in regard to time extensions.

Such presentations do not form part of the formal business of the meeting, a brief record will be kept of matters raised during any public forum section of the meeting with matters for action to be referred through the customer relationship management system as a service request, while those requiring further investigation will be referred to the Chief Executive.

9 PRESENTATIONS

10 REPORTS

10.1 WAIHĪ BEACH ROCK REVETMENT – COUNCIL LANDOWNER CONSENTED COASTAL PROTECTION WORKS

File Number: A5730344

Author: Peter Watson, Reserves and Facilities Manager

Authoriser: Cedric Crow, General Manager Infrastructure Services

EXECUTIVE SUMMARY

A request has been made by private landowners to seek Council's approval in principle to construct a partially buried rock revetment structure within Council's reserve at Glen Isla Place, Waihi Beach. This approach is consistent with the direction provided by the Operations & Monitoring Committee on 14 February 2017, Resolution OP1.2. for the section of houses between 41 Shaw Road and the Flat White Café.

As a result of the storm damage from cyclones earlier this year, the landowners are seeking Council landowner approval to construct the works at their own expense on Council land.

It is recommended that Council provide landowner approval for the construction of a consented coastal erosion protection structure within the Council beachfront reserve land between 9 and 12 Glen Isla Place, Waihi Beach, refer to Attachment 1.

The exact nature of the works is subject to the design and consenting process. The landowners' preference is for a rock revetment that will be buried apart from a short section. Attachment 1 includes a series of photos that show the current state of the dune system which included rocks from the original sea wall constructed by Ohinemuri County Council.

RECOMMENDATION

1. That the Reserves & Facilities Manager's Report dated 31 October 2023 titled 'Waihi Beach Rock Revetment – Council Landowner Consented Coastal Protection Works' be received.
2. That the report relates to an issue that is considered to be of medium significance in terms of Council's Significance and Engagement Policy.
3. That Council notes that assessment against its Coastal Erosion Response Policy indicates no need to protect Council's reserve with a hard structure.
4. That Council, as administering body and landowner of the reserve, approves in principle to the private construction of consented coastal works on Council reserve, Lot 18 and 19 DPS 22035 Waihi Beach, subject to the conditions, including:
 - A resource consent being granted by Bay of Plenty Regional Council (BOPRC);
 - Consent and construction fully funded by the property owners;

- Agreement with Council on operational cost and responsibilities; and

Or

5. That Council does not approve the private construction of a buried rock revetment structure or other consented works on the Waihi Beach reserve, Lot 18 and 19 DPS 22035.

BACKGROUND

Waihi Beach Sea Wall or 'rock revetment' forms part of a coastal erosion protection system and was constructed in 2011. It consists of two lengths of rock revetments separated by Two Mile Creek.

East of Three Mile Creek it was originally intended to construct a buried rock revetment structure as a means of coastal erosion protection for the beachfront properties along Glen Isla Place. During the consenting process for the Waihi Beach Coastal Protection structure, (circa 2008) a decision was made to replace the buried rock revetment structure with a dune rehabilitation and enhancement scheme.

Several of the Glen Isla Place property owners objected to this change of direction on what protection measures were to be installed, however, the matter was ultimately considered before the Environment Court and a decision made by the court for the consent to include a dune rehabilitation and enhancement scheme.

The sand dune enhancement was included in the area East of Three Mile Creek sand pillow groyne, however, the majority of the introduced sand was quickly lost from the dunes through storm wave action.

The key design goals of the coastal protection system were developed based on discussions with recognised consultant experts, Council, and from consultation with tangata whenua, local community stakeholder groups and beachfront residents.

The goals included important aspects such as (note, this is not an exhaustive list):

- The rock revetment wall is to provide erosion protection to the landward assets, but not to provide protection from inundation and flooding;
- Public access to the beach to be maintained; and
- Access to be provided along Council reserve landward of the wall where possible.

Other specific goals were included to limit the location and extent of a sea wall on the frontage along approximately one kilometre of the beach.

Funding for the capital cost and maintenance of the protection system is recovered by a targeted rate.

Over the past few years, the rock revetment has been monitored and has generally performed in accordance with the design and consent requirements.

However, dune enhancement at Glen Isla Place East of Three Mile Creek, which was part of the dune enhancement system, has failed, with severe erosion occurring due to the enhancement being located within the active beach.

This has become apparent to nearby property owners who have noticed the substandard performance and engaged with Council on revised options for protection. Currently, these property owners consider they are paying through a targeted rate for a “failed soft option” dune enhancement and recognise that funding of any alternative options would be an issue for Council.

The property owners have stated that, if Council grants permission for a hard structure to be built in the Council reserve area, then the property owners’ group are prepared to undertake the following activities:

1. Prepare and fund applications to BOPRC for a Resource Consent to cover the extent of these works.
2. Prepare and execute necessary documentation for the construction of these works.
3. Provide the financial capacity to meet the costs associated with the resource consent application and the physical construction of the works.

Council staff would continue to provide technical overview and guidance in this process to ensure Council’s interests are protected.

The finished works would need to be vested in Council and form part of the existing maintenance regime currently undertaken on the existing rock revetment and dune enhancement works each year.

As part of the vesting of these works to Council, the resource consent would need to be transferred to Council to ensure ongoing compliance is maintained and that a consistent approach is maintained with the current coastal protection works undertaken by Council.

LANDOWNER APPROVAL

The residents request that Council provide landowner approval for the construction of consented works. This approval is from Council in its capacity as landowner and does not imply that any regulatory approval will be granted. Consent for the work will be required from BOPRC and possibly Western BOP District Council.

COUNCIL LAND

Council owns and administers the reserve Lot 18 and 19 DPS 22035 adjacent to Glen Isla Place.

SIGNIFICANCE AND ENGAGEMENT

In terms of the Significance and Engagement Policy this decision is of medium significance as the decision on the coastal works will be made through the BOPRC Resource Consent process.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

Interested/ Affected Parties	Completed/Planned Engagement/Consultation/Communication	
Name of interested parties/groups	Beachfront residents between 9 and 12 Glen Isla Place support the proposal.	Planned
Tangata Whenua	Not yet consulted but would form part of the application process for a resource consent(s) by the property owners.	
General Public	The BOP Regional Council consent notification status would determine the consultation process.	

ASSESSMENT AGAINST THE COASTAL EROSION RESPONSES POLICY

BOPRC has jurisdiction to determine whether coastal structures are appropriate. As a result, WBOPDC's Coastal Erosion Responses Policy 2017 is designed to guide decisions about Council's own assets i.e., Council's activities as a landowner or infrastructure provider, not as a regulator. Refer Attachment 2.

Whilst appreciating that there is some level of inconsistency with Council's Erosion Responses Policy 2017 as this Policy relates to Council owned assets, the intention of the landowners is to give effect to what was originally sought by Council, being a rock revetment wall in front of the Isla Place properties. The rock wall was subsequently overturned in the Environment Court process and replaced with beach renourishment (sand dune) which has not performed its intended function.

Given the subject area is a very small section of the coastline covered by Council's Coastal Permit, there is no intention to amend the policy to accommodate the recommendations above.

Council has also previously given approval in principle for the proposed rock revetment between 41 Shaw Road and the Flat White Café. The intent of this report is consistent with the early approval for the Shaw road proposal.

COUNCIL ASSETS

The policy essentially focusses on WBOPDC's own assets and lists three approaches:

- Hold the line;
- Adaptive approach; or
- Let nature take its course.

In this location, apart from the beach and dune system and the reserve, there are no Council recreational/amenity/infrastructure assets to protect.

The outcome of the Coastal Erosion Response Policy Assessment concluded that as Council assets were limited to sand dunes and a reserve, protection of this asset could not be justified.

However, given that the original intent of Council to have a rock revetment at this location, a rock revetment being funded by the property owners would achieve this outcome.

CONCLUSION AND RECOMMENDATION – COASTAL PROTECTION OPTIONS

When considering the options, which address the erosion issues between no. 9 to no. 12 Glen Isla Place, the most viable option for private landowners is to construct a buried backstop wall as originally intended (note part of the wall would be exposed in front of No's , 12, 14, and 16) and its construction would result in the lowest risk profile and is understood to have the most support from benefitting adjoining property owners.

It would be located on Council land and would be maintained in a similar manner to the existing rock revetment structure. Council now has the option to agree to its construction, or not, on Council reserve.

The recommendations relate to whether Council provides approval to construct coastal protection works on Council land, subject to conditions and a Resource Consent application to the BOPRC being approved.

In granting approval, Council needs to be satisfied that the consultation on the proposal will occur through the resource consent process and BOPRC decision making. The proposal will require several consents from BOP Regional Council, which will more than likely require to be publicly notified. The consent process will also require consultation with tangata whenua who will have input to the process. At this point in time, the owners have not engaged with tangata whenua because they perceive minimal value in doing so if Council as landowner does not give its approval in principle.

Option A

Recommendation 4

That Council, as administering body and landowner of the reserve, approves in principle to the private construction of consented coastal works on Council reserve, Lot 18 and 19 DPS 22035 Waihi Beach, subject to the conditions, including:

- A resource consent being granted by Bay of Plenty Regional Council (BOPRC);
- Consent and construction fully funded by the property owners;
- Agreement with Council on operational cost and responsibilities.

<p>Assessment of advantages and disadvantages including impact on each of the four well-beings:</p> <ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	<p>Property owners along Glen Isla Place beachfront can provide protection to their individual properties.</p> <p>The original sea wall project consenting was a lengthy undertaking and appealed to the Environment Court. Approving a buried sea wall risks raising all the same issues. While Council is not the consent applicant, it will have given landowner permission and therefore will be considered to support the proposal.</p> <p>The property owners need certainty around the ability to construct a coastal protection structure if the consent is approved and that is why this decision from Council in its capacity as landowner is required ahead of the design and consenting process.</p> <p>Tangata whenua and the community will have an interest in the proposal and may consider that Council should have consulted direct rather than via the consent process. Either way, consultation is required.</p>
<p>Costs (including present and future costs, direct, indirect, and contingent costs).</p>	<p>Capital costs are privately funded. Ongoing maintenance costs are estimated at \$2,000p.a. with a ten yearly storm restoration cost estimated at \$20,000 for each major storm.</p>
<p>Other implications and any assumptions that relate to this option.</p>	<p>Assuming Council grants permission to construct coastal protection works on the reserve, properties would remain essentially untouched. At the end of the works, Council would own both the consent and the consented works.</p> <p>Key activities that will be managed by private property owners include:</p> <ol style="list-style-type: none"> 1. Obtaining resource consent from BOPRC including consultation. 2. A signed document confirming that property owners will be fully funding both the consent process and contracting for physical works. 3. An agreement between property owners and Council regarding the operational costs and responsibilities. 4. The risk profile of this option will reduce from its current HH to MM with a significant risk of loss of beach amenity i.e., no sand visible at high tide. This is a similar social, cultural, and environmental outcome as the existing sea wall.
<p style="text-align: center;">Option B</p> <p>Recommendation 5</p> <p>That Council does not approve private construction of a rock revetment extension or other consented works on the Waihi Beach reserve, Lot 125 DP35465.</p>	
<p>Assessment of advantages and disadvantages including</p>	<p>Tangata whenua and the community will have an interest in the proposal and may consider that Council should have consulted direct rather than via the consent process.</p>

impact on each of the four well-beings: <ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	Disadvantages: Beach front owners who wish to protect their properties. The properties remain more at risk to coastal processes.
Costs (including present and future costs, direct, indirect, and contingent costs).	The dune enhancement costs will continue. The property owners will consider that these costs are contributing to a failed situation and may act against Council.

STATUTORY COMPLIANCE

The recommendations meet:

- Legislative requirements/legal requirements through the proposed agreement between Council and landowners and the Resource Management Act 1991 requirements.
- Current Council plans/policies/bylaws; aligns with Katikati/Waihi Beach Ward Reserve Management Plan policy 6.65.2 – Maintain rock revetment/dune and groyne structure in accordance with resource consent and
- Regional/national policies/plans. Subject to approved Coastal Permit from the BOP Regional Council

As with the Shaw Road proposal, a change to the Waihi Beach Coastal Protection Revenue and Financing Policy maybe required if the project proceeds, however it is likely that the existing targeted rate will cover any future operational costs of Council.

FUNDING/BUDGET IMPLICATIONS

For the buried rock revetment, it is recommended that all consent and construction costs are privately funded, and maintenance and operational costs are recovered through the existing targeted rate.

The Consent process, and if successful the construction, will be fully funded by the property owners.

Budget Funding Information	Relevant Detail
Capex: \$TBC – private landowners \$2,000	Design, consents, and construct buried rock revetment wall. Annual maintenance costs. May require a review of the Revenue and Financing Policy for the coastal works if the consent is approved.

ATTACHMENTS

1. **Waihī Beach – Rock Revetment Report**  
2. **Coastal Erosion Responses Policy**  

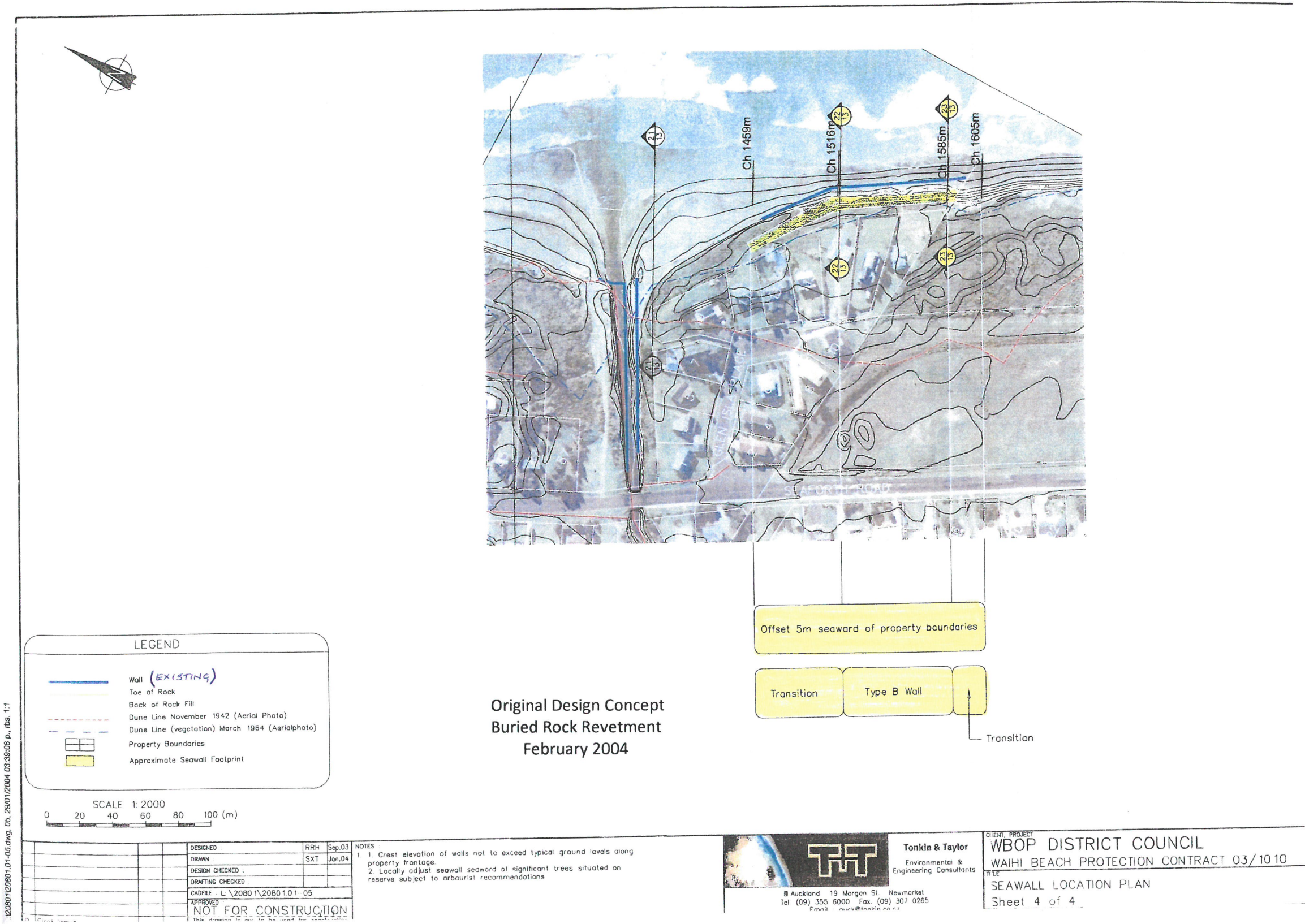
GLEN ISLA PLACE – WAIHI BEACH

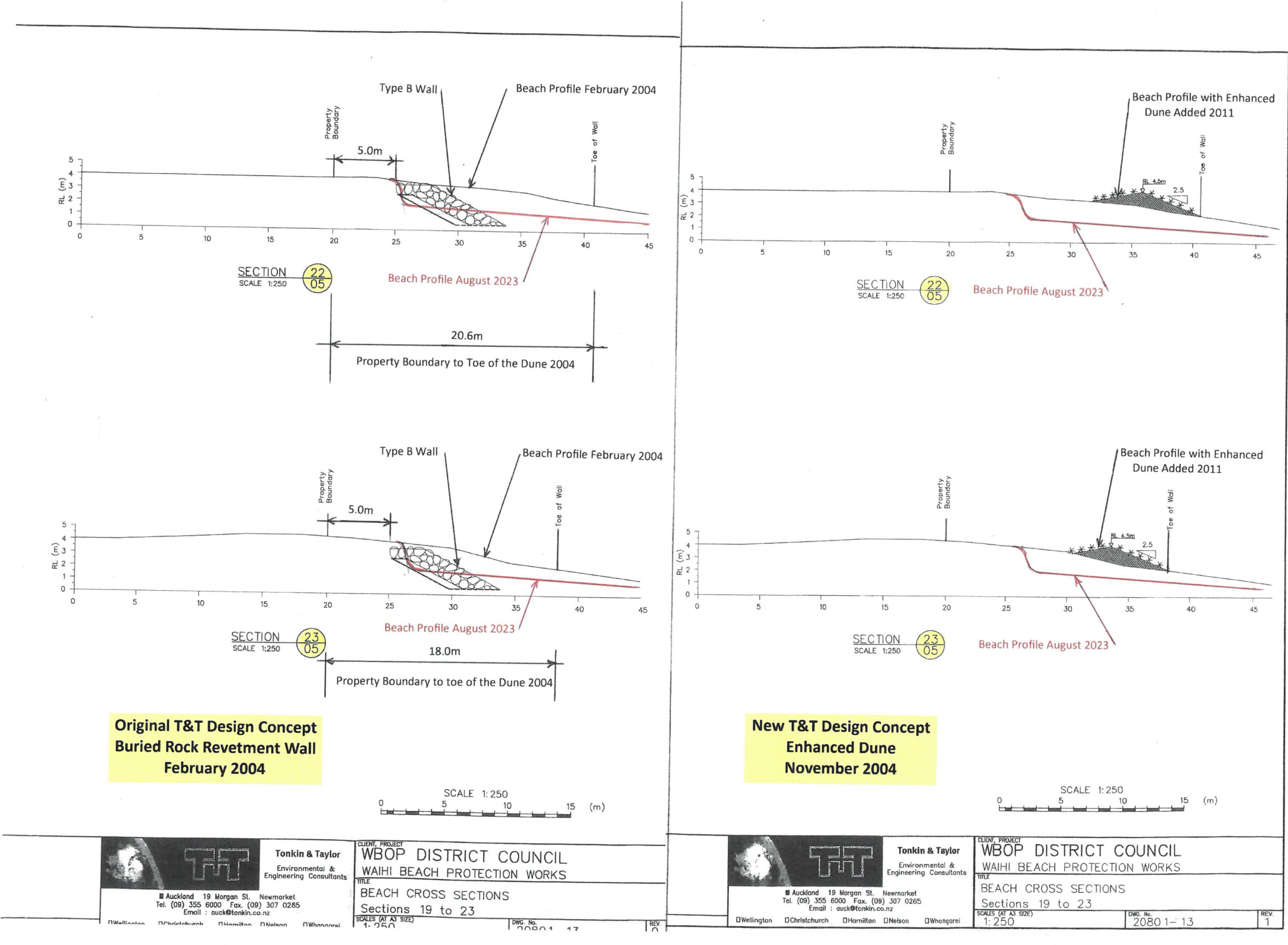
WATERFRONT EROSION PROTECTION

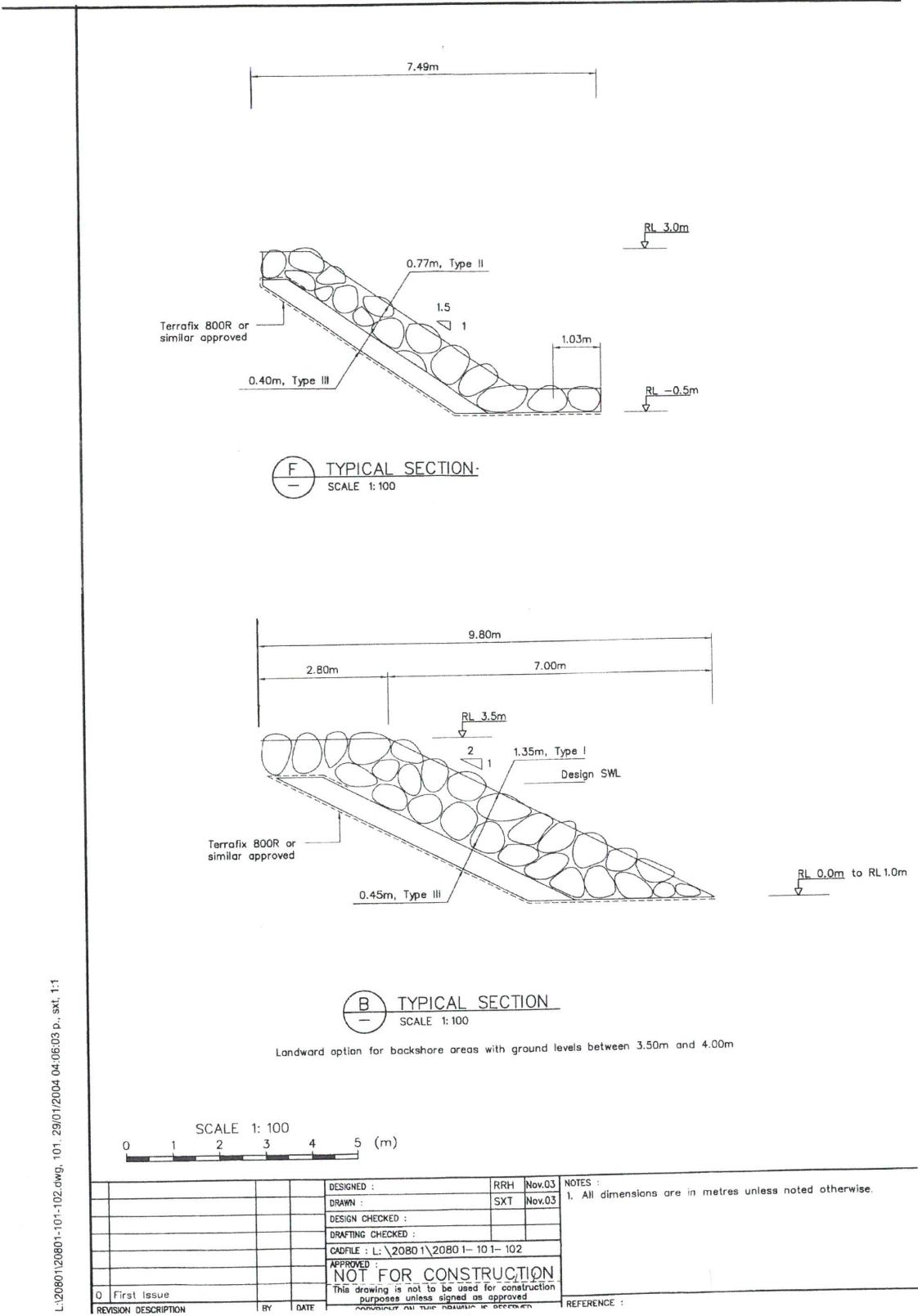




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WAIHI BEACH PROTECTION WORKS
EXTRACT FROM TONKIN AND TAYLOR FEBRUARY 2004 REPORT
NARRATIVE RELATED TO THE GLEN ISLA PLACE WATERFRONT

We note that the existing stormwater discharge from Ayr Street results in significant local erosion. We recommend diverting the stormwater back towards Seaforth Road.

The toe of the wall is between 8 m and 2 m landward of the existing steel post and timber fence.

5.9 10 The Loop to 32 The Loop

This section comprises Type B set back along the face of the existing dunes. The Landward extent of the wall is situated between 2 m and 12 m seaward of the property boundaries. The wall is founded at around 0 m RL.

Informal access will be provided at six locations including the public access ways by 10 The Loop and 20 The Loop. Access will be facilitated by placing rock armour in this location with horizontal flat planes.

The toe of the wall is situated at the existing steel post and timber fence.

5.10 34 The Loop to 38 The Loop

This is a transition area starting with Type B and finishing with the Type F profile. The wall is situated 5 m seaward of the private property boundary and the base of the wall is founded between 0 m RL and 1.0 m RL.

5.11 13 Glen Isla Place to 15 Glen Isla Place

This is a transition area starting with Type F and finishing with the Type B profile. The wall is situated 5 m seaward of the private property boundary and the base of the wall is founded at 1.0 m RL.

5.12 16 Glen Isla Place to Seaforth Reserve

This area is protected by a Type B profile transitioning to a Type F profile in Seaforth Reserve. The wall is situated 5 m seaward of the private property boundary and the base of the wall varies from 0.5 m to 1.0 m.



NOTES:

- Possible location of Sea Wall and Scale
- Dimensions taken from Tonkin + Taylor February 2004 Scheme for Glen Isla Place Waterfront.
- Sand cover over buried or partially buried Sea Wall to be planted on completion with Dune plants including sand trapping plants like Spinifex and Pingao grass.
- For sections through the Wall types B&F refer to cross-section details above.
- Detailed Coastal Engineering Wall design to follow.

Council Policy



Coastal Erosion Responses Policy 2017

1. Relevant Legislation

- Local Government Act 2002
- Local Government Act 1974
- Resource Management Act 1991
- Civil Defence Emergency Management Act 2002
- Reserves Act 1977

2. Policy Objectives

- 2.1. To provide a framework for consistent decision-making by Council where Council-owned coastal land is affected by coastal erosion or subsidence.
- 2.2. To respond to coastal erosion and subsidence of Council-owned coastal land in a way that:
 - (a) gives effect to the New Zealand Coastal Policy Statement;
 - (b) gives effect to the Bay of Plenty Regional Policy Statement;
 - (c) takes account of the Bay of Plenty Regional Coastal Environment Plan; and
 - (d) Is affordable for the affected community both now and into the future.

3. Background

3.1. Physical Environment

Coastal and inner harbour erosion hazards result from the interaction of coastal and harbour processes with human activities and structures, and can adversely affect the economy, health, wellbeing and safety of people and communities. Where coastal / inner harbour erosion or flooding threatens valuable coastal and inner harbour land and infrastructure, coastal protection structures have commonly been constructed. While these coastal protection structures may protect the land and assets behind them such works interfere with the natural functioning of coastal and inner harbour processes.

Hard coastal defences are not only costly to construct but they have a finite lifespan and require maintenance and eventual upgrading or replacement. With currently rising sea levels the cost associated with the maintenance of defences will certainly increase.

Council Policy



Coastal Erosion Responses Policy 2017

Natural dune systems are a defence against coastal erosion. Enhancement of dune systems is to be encouraged.

New Zealand has experienced an average relative sea-level rise of 18 cm over the past 100 years and as a result coastal storm inundation has been experienced in the past, is a problem now and will become more frequent in the future. Over time, with a predicted sea level rise of +1 m in the next 100 years coupled with more frequent and intense weather events, what we currently consider to be extreme 1 in 100 year coastal hazard events will trend to becoming the average event. In the future 1 in 100 year coastal events will lead to deeper flooding and greater economic and social consequences.

In the next 20 to 30 years coastal hazard events may be manageable but beyond this inundation risks will grow much more rapidly even with modest sea level rise. Communities must therefore consider all the available options now to avoid locking in expensive and irreversible planning, investment and development decisions. Today's coastal properties may survive for the next 30 years (the life of an average mortgage) but whether they will remain a viable investment for the 30 years after that is uncertain.

3.2. Council Obligations

In most cases Council is not under any legal obligation to protect its own land or private property from erosion.

There is a view that by Council providing limited protection to some private properties in the past it is obliged to continue this approach or provide compensation if Council changes its approach to erosion. There are some counter arguments to this view. If a policy change is introduced for a good reason there is no case for compensation. Changes in policy also frequently reflect changes in Central Government's and Regional Council's approaches to erosion or the emergence of new research. It could also be argued that those property owners who have been defended in the past have already enjoyed considerable benefit at public expense, therefore a former injustice to the ratepayer is being put right.

However, each situation will be assessed on its merits and Council's general approach to erosion mitigation is set out in this Policy. In particular, there are some areas such as the existing rock revetment wall at Waihi Beach that have their own unique set of legal and consenting circumstances that will be relevant in determining Council's response. Waihi Beach rock revetment wall is subject to a resource consent condition requiring Council to undertake comprehensive investigations by 31 December 2020 to determine the best practicable option for the long term management of the coastal hazard risk at Waihi Beach.

Council Policy



Coastal Erosion Responses Policy 2017

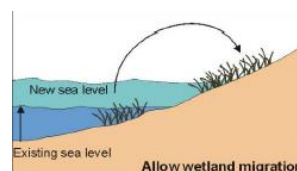
3.3 Community Values

Coastal protection structures may restrict public access and reduce existing values along the coastal and inner harbour margin, such as recreational, aesthetic, and natural character values. These values (as opposed to property values) are rarely quantified and therefore are generally not reflected adequately in decision-making. This results in a conflict between the protection of (often private) property values, and retention of the public asset, the inner harbour and coastal system itself and its associated values.

While a policy that explicitly provides future funding only for the exclusive protection of *Council-owned coastal land and strategic assets* may prove unpopular from a local, short term perspective, from a wider district and long term perspective it makes economic and intergenerational sense. Any public intervention to protect private property on the inner harbour or coast would be a cost to ratepayers and a gain to individual property owners.

4. General Approach to Erosion Mitigation

- 4.1. Council will adopt a precautionary approach to inner harbour and coastal erosion protection and to the future subdivision and intensification of the inner harbour margins and coastal settlements. In particular, where Council has good information on the level of hazard risk or the area is already prone to erosion Council will ensure that any new subdivision, landuse or other development is located and designed so as to avoid the need for future inner harbour and coastal hazard hard engineering protection works.
- 4.2. For *Council-owned coastal land* potentially at risk from inner harbour and coastal erosion hazards, Council will undertake an assessment (refer to Section 5) to determine the most appropriate erosion management option of "let nature take its course", "adaptive approach" or "hold the line" which means:
 - "Let nature take its course" - coastal processes of erosion (the gradual wearing away of beaches and cliffs by the natural wave action) and accretion (the gradual build up of beaches and dunes from sand deposited by natural wave action) are left to occur naturally, without any human intervention. For currently undeveloped inner harbour and coastal margins Council will promote a "let nature take its course" approach to allow the dynamic natural processes (including sea level rise) to take place.

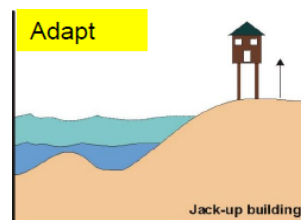


Council Policy

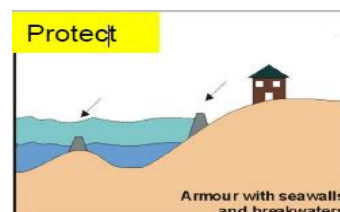


Coastal Erosion Responses Policy 2017

- "Adaptive approach" - manage hazard situations by abandoning assets or relocating assets and activities away from the coastal processes threatening them, thereby removing the hazard. Council will assess the merits of taking an "adaptive approach" on the future management of inner harbour and coastal erosion. This means taking at least a minimum 100 year view in relation to the effects of sea level rise and climate change.



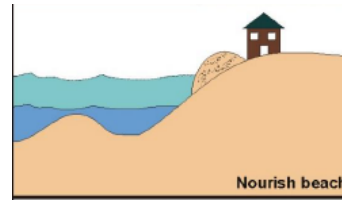
- "Holding the line" - protect the existing foreshore and/or strategic assets from further erosion, in line with the New Zealand Coastal Policy Statement, by promoting the use of soft engineering options (dune replanting/beach nourishment) over hard engineering solutions (timber seawalls/rock revetments) where appropriate. Council will need to balance the life expectancy and value of the strategic assets to be protected and the lifespan of any proposed coastal protection structure. Hard rock structures have a longer lifespan (+80 years) than timber structures (30-50 years) but are more costly to construct, maintain and upgrade.



Council Policy



Coastal Erosion Responses Policy 2017



Diagrams source Ministry for the Environment 2001 Guidance

4.3. District Plan Provisions

- Council will continue to apply the rules in the District Plan that cover subdivision and development in the Coastal Erosion Areas and Coastal Inundation Areas of the residential zones of Waihi Beach and Pukehina and the Coastal Erosion Areas along the rural open coast.
- Council will assess the merits of restricting development intensification and the introduction of setback rules, similar to those in the Coastal Erosion Areas and Coastal Inundation Areas of Waihi Beach and Pukehina, for those areas of the inner harbour prone to erosion, or likely to be inundated by sea level rise, through future Plan Changes to the District Plan. This is to avoid locking the Council into expensive and potentially irreversible decisions in relation to the provision of infrastructure.

4.4. Council Advocacy and Investigations

- Council will advocate to Central Government for better national guidance on natural hazards (including coastal erosion). Council supports the progress being made in the development of a National Policy Statement on Natural Hazards.
- Council will advocate to the Bay of Plenty Regional Council to consider the introduction of a rule in any future Regional Coastal Environment Plan to extinguish existing use rights so that buildings damaged by coastal erosion cannot be rebuilt as of right and replacement is either a prohibited or discretionary activity.
- Council will within the first 10 years of this policy investigate modelling the inundation effects of a minimum 1m sea level rise on the Tauranga inner harbour, Maketu estuary and Little Waihi estuary.

4.5. Provision of information and education

- Council will note the possibility of erosion or inundation on the Land Information Memorandum (LIM) of the properties in locations that formed part of the OPUS report entitled "Tauranga Inner Harbour High Level Coastal Erosion Study August 2015."

Council Policy



Coastal Erosion Responses Policy 2017

- Council will continue to provide the community with the latest relevant technical investigations and reports.

5. Criteria for assessing coastal erosion responses

- 5.1 Where coastal erosion of Council-owned coastal land affects existing coastal protection structures and/or strategic assets, any decision to maintain, replace, relocate or abandon that structure or strategic asset will only be made after consideration of the criteria included at section 5.3 below.
- 5.2 Where coastal erosion of Council-owned coastal land occurs in an area where there are no existing coastal protection structures but that coastal erosion is affecting or is likely to affect a strategic asset, then any decision by Council to respond will only be made after consideration of the criteria at section 5.3 below.
- 5.3 Assessment criteria:
- (a) Assess whether there is a clear need for the works in terms of a risk assessment based on a methodology that assesses the inherent threat to life and/or property or existing nationally or regionally important infrastructure;
 - (b) Take a holistic approach to reduce any significant adverse environmental effects elsewhere in the relevant coastal system irrespective of the ownership of potentially affected coastal land;
 - (c) Address the issue of end effects of the proposed works where it affects private or public land;
 - (d) Consider whether the proposal maintains and enhances public walking access to the inner harbour or open coast, or where that is not practicable provides alternative linking access close to the coastal marine area;
 - (e) Consider whether the proposal will not or may not have an adverse effect on amenity values (as defined in section 2 of the RMA);
 - (f) Consider whether the proposal demonstrates and includes the outcomes of consultation with major stakeholder and community groups;
 - (g) Consider the ability and willingness of individuals and/or the wider community to pay for the costs of maintaining the shoreline in a fixed position indefinitely;
 - (h) Consider whether the construction and maintenance costs of protection works are greater than the capital value of the strategic assets to be protected;
 - (i) Consider whether the adverse effects of physical mitigation works on the natural character, cultural sites and values, historic heritage and public access to the environment are greater than the value of the strategic assets to be protected;

Council Policy



Coastal Erosion Responses Policy 2017

- (j) Recognise that the NZCPS generally discourages hard protection measures but recognises in some cases they may be the only practicable means of protecting existing nationally or regionally important infrastructure;
- (k) Recognise and consider the environmental and social costs of permitting hard protection structures to protect private property, and consider whether there is any significant public or environmental benefit before locating these structures on public land;
- (l) Consider, where existing inner harbour or coastal protection structures have failed, whether replacement is a sustainable option;
- (m) Consider, where erosion occurs so rapidly, whether there is insufficient time to construct protection works; and
- (n) Consider what action is appropriate when property owners decide to relocate their own buildings as an individual response to erosion issues.

6. Council Statutory Responsibilities

- 6.1 Council administers and is a consent authority in terms of the Reserves Act 1977.
- 6.2 Council administers inner harbour and coastal margin *esplanade reserves and strips* on behalf of all ratepayers, residents and stakeholder groups but also recognises the concerns of special interest groups.
- 6.3 Council recognises that it has responsibilities under other legislation, particularly:
 - (a) Resource Management Act 1991 – The particular provisions of the Resource Management Act (RMA) that Council is required to recognise and provide for within Part II (Matters of National Importance) of the Act and relate to the preservation of the natural character of the coastal environment, the maintenance and enhancement of public access to and along the coastal marine area, and the relationship of tangata whenua to their coastal waahi tapu sites and the exercise of kaitiakitanga;
 - (b) Local Government Act 2002 – Managing the effects of erosion on Council's strategic assets using a range of approaches gives effect to the purpose of local government under the Act to meet the current and future needs of communities for good-quality local infrastructure in a way that is efficient and most cost-effective; and
 - (c) Civil Defence Emergency Management Act 2002: The Act requires all levels of government to work collaboratively to reduce the risk to people and their property through the sustainable management of hazards.

Council Policy



Coastal Erosion Responses Policy 2017

7. Timeframe of this Policy

- 7.1 The policy is to take an initial 30 year timeframe
- 7.2 The policy will be reviewed every 10 years or as required

8. Associated Council Policies and Plans

- Western Bay of Plenty District Council's Long Term Plan
- Western Bay of Plenty District Council's Annual Plan
- Western Bay of Plenty District Council Operative District Plan
- Western Bay of Plenty District Council; Reserve Management Plans
- Western Bay of Plenty District Council; Coastal Assets Management Plans
- Western Bay of Plenty District Council; Utilities Assets Management Plans
- Western Bay of Plenty District Council; Transportation Assets Management Plans
- Western Bay of Plenty District Council Significance and Engagement Policy

9. Relevant National and Regional Policies and Plans

- 9.1 New Zealand Coastal Policy Statement
- 9.2 Bay of Plenty Regional Policy Statement
- 9.3 Bay of Plenty Regional Coastal Environment Plan

10. Definitions

Affected community means in relation to any funding arrangement for proposed coastal erosion responses, the community that will contribute to the cost of any such response/s.

Coastal erosion means in relation to Council-owned coastal land, erosion resulting from the interaction of coastal and harbour processes, and/or subsidence of that land.

Council-owned coastal land means esplanade reserves, coastal walkways and all other foreshore land owned by Council.

Council Policy



Coastal Erosion Responses Policy 2017

Council-owned coastal protection structure means measures aimed at protecting Council-owned coastal land and strategic assets from the effects of coastal erosion.

Esplanade Reserves means a reserve within the meaning of the Reserves Act 1977:

- (a) which is either
 - (i) a local purpose reserve within the meaning of section 23 of that Act, if vested in the territorial authority under section 239; or
 - (ii) a reserve vested in the Crown or a regional council under section 237D; and
- (b) which is vested in the territorial authority, regional council, or the Crown for a purpose or purposes set out in section 229 of the RMA 1991.

Esplanade Strips means a strip of land created by the registration of an instrument in accordance with section 232 of the RMA 1991 for a purpose or purposes set out in section 229 of the RMA 1991

Strategic asset(s) means for the purposes of this policy that Council considers the following assets to be strategic assets:

- The roading network as a whole
- Reserves listed and managed under the Reserves Act 1997 excluding:
 - (a) Reserves identified for investigation for disposal in an adopted Reserve Management Plan
- Land held under other Acts or as fee simple but listed as reserves or considered as reserves.
- Water reticulation network as a whole
- Wastewater plant and network as a whole
- Stormwater reticulation network as a whole
- Library network
- Pensioner housing network.

Group	Policy, Planning and Regulatory Services	Contact (3rd Tier Manager)	Policy and Planning Manager
Supersedes	n/a		
Creation Date	28 August 2017	Resolution Reference	PP
Last Review Date	n/a	Resolution Reference	PP n/a
Review Cycle	Every 10 years		Date 28 August 2027
Authorised by	Policy Committee		Date 16 August 2016

10.2 TE PUKE TRANSPORT CHOICES

File Number: A5690834

Author: Calum McLean, Senior Transportation Engineer

Authoriser: Cedric Crow, General Manager Infrastructure Services

EXECUTIVE SUMMARY

A decision is being sought to implement the Waka Kotahi 100% funded 'Transport Choices' project, which aims to provide separated cycleways on Cameron Road and Boucher Avenue, Te Puke.

The cycleway design is 100% complete. The next project stage is physical works procurement and then construction. Waka Kotahi requires that the final project plans be issued by 27 October 2023 and that the project be delivered by 30 June 2025.

Engagement has been undertaken with the Te Puke community. Most respondents do not support the project however the feedback received suggests that the impact that the project will have on the road environment is misunderstood. The project will deliver multiple safety benefits that will make the roads safer for all road users.

RECOMMENDATION

1. That the Senior Transportation Engineer's report dated 31 October 2023 titled 'Te Puke Transport Choices' be received.
 2. That the report relates to an issue that is considered to be of low significance in terms of Council's Significance and Engagement Policy.
 3. That the Projects and Monitoring Committee approves the implementation of the Transport Choices project on Cameron Road and Boucher Avenue, to the value of funding allocated by Waka Kotahi.
- OR
4. That the Projects and Monitoring Committee does not approve the implementation of the Transport Choices project on Cameron Road and Boucher Avenue.

BACKGROUND

In August 2022 Council applied for investment from the Government's Transport Choices package which seeks to reduce carbon emissions by constructing urban cycleways.

In November 2022, Council was provisionally granted \$2.33M to design and construct separated cycleways on Cameron Road and Boucher Avenue to provide safe cycling routes between Fairhaven School, Te Puke Intermediate School, Te Puke Primary School, and Te Puke College.

Community engagement was carried out from July 2023 to September 2023. The findings are summarised below.

The detailed design of the cycleways is 100% complete. Council approval is sought to proceed to physical works procurement and construction.

The estimated cost of the construction of both cycleways is \$6.75M, which includes MSQA fees and 30% contingency. If approval is granted to proceed with the project, staff will apply for more funding from Waka Kotahi. If additional investment is not forthcoming the scope of the project will be reduced to match the available budget.

Staff have discussed with Waka Kotahi whether an alternative route could be introduced as a substitute for the Cameron Road/Boucher Avenue route. Waka Kotahi staff advised that there is insufficient time available to Council to develop a design for a new route and undertake consultation and engagement with the community, prior to the 27 October 23 deadline for final project plans.

The Waka Kotahi funding cannot be used for any other activity.

A copy of the draft layout plans for the cycleways are included, refer to Attachments 2 and 3.

SIGNIFICANCE AND ENGAGEMENT

In terms of the Significance and Engagement Policy this decision is considered to be of low significance because it will only affect the Te Puke community and the project is not ratepayer funded.

ENGAGEMENT, CONSULTATION AND COMMUNICATION

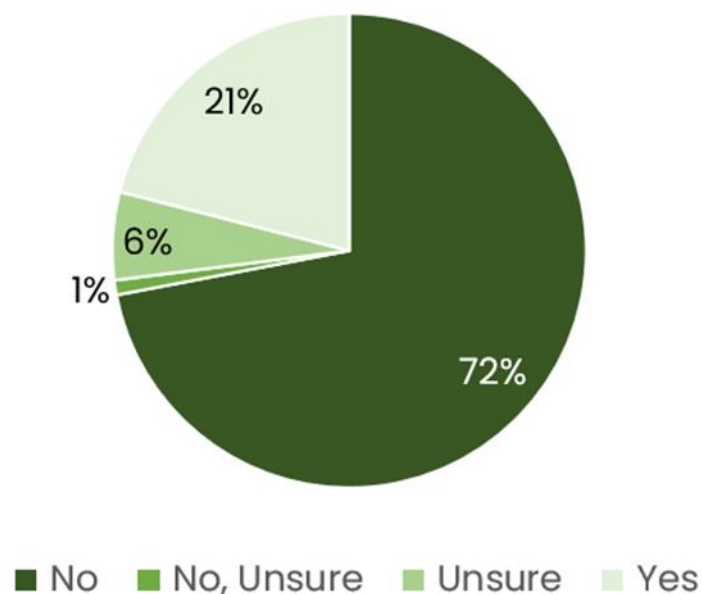
Interested/Affected Parties	Completed Engagement/Consultation/Communication	
Tangata Whenua	<ul style="list-style-type: none"> Has not been undertaken specifically for this project. Letters of support were received from both Waitaha and Tapuika iwi, supporting Council's Walking and Cycling Action Plan for Te Puke. This project aims to implement the highest priority items in that plan. 	Completed
General Public	<ul style="list-style-type: none"> 'Key stakeholder pre-engagement – face to face meetings with Te Puke Community Board, affected businesses, and schools. 	

	<ul style="list-style-type: none"> • Mailbox letter drop to all properties along the proposed route including all side streets • Te Puke township DL Flyer mailbox drop • Media release • Project information display and survey forms – Te Puke library • Newspaper advertising in the Te Puke Times • Social media posts on Council and Community Facebook pages 	
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A total of 391 feedback submissions were received.

To the question:

'Do you support the concept of a proposed cycleway and safety improvements along Cameron Road and Boucher Avenue?'



Four common themes emerged from the submissions received:

Impact of loss of on-street parking

Respondents are most concerned about the perceived loss of on-street parking. Most children attending primary or intermediate school travel to school by car. Parents are concerned that removal of on-street parking outside schools to accommodate separated cycleways will make it more difficult to drop-off and pick-up their children.

Traffic count surveys have been undertaken to accurately assess the impact that construction of the cycleways will have on on-street parking. The findings indicate that there will continue to be sufficient on-street parking if people are prepared to walk slightly further than they are used to (see table 1 below).

Street	Existing spaces	Spaces remaining	Peak use	Side street parking
Raymond Avenue	62	0	11	14
Cameron Road	223	60	85	228
Boucher Avenue	155	11	62	188
Jocelyn Street	30	15	27	69
Total	470	86	185	499

Table 1: Assessment of on-street parking before and after project implementation

Insufficient demand for cycleways.

There are multiple reasons why cycling is uncommon on NZ roads:

- Too much traffic / risk of crashes / excessive speeds / poor driving
- Narrow roads / no cycle lanes / no provision for cyclists
- Lack of visibility / vehicles emerging from driveways

The Transport Choices Programme aims to address these concerns by creating infrastructure that better accommodates walking and cycling, giving people the confidence to embrace alternative modes of transport.

- Lack of road sense / don't understand road rules / too young (children)
- Stranger danger / abduction (children)

Council's involvement with Travel Safe provides an opportunity to improve road safety education within the community and especially the schools.

- Hills / too far to ride
- Adverse weather

These are becoming less of a barrier to cycling as new technologies emerge (e-bikes, e-scooters) and employers implement facilities (secure bike racks, changing facilities/showers) that make cycling less onerous in inclement conditions.

Money would be better spent elsewhere

Several submitters considered the project to be a waste of ratepayer's and/or taxpayer's money. There were suggestions that the money would be better spent on other roading activities e.g., maintenance, however, this will not be possible. Funding from the Transport Choices programme may only be spent implementing a cycle route between Cameron Road and Boucher Avenue. It may not be used on operational activities such as road

maintenance or renewals. If the project does not proceed, the funding will be allocated to another Transport Choices programme elsewhere in the country.

Narrowing the road carriageway will diminish road safety

Peak traffic is observed during Kiwifruit season when there is a substantial increase in the number of trucks using Te Puke roads. Traffic speed is a concern for the community and respondents fear that narrowing the road carriageway to incorporate separate cycleways will make the road more dangerous.

A speed survey carried out on Cameron Road determined that the 85thile operating speed on Cameron Road is 54kph. At 54kph the probability that a child would survive a collision with a car is 5%.

Research has shown that narrowing road carriageways has the effect of reducing traffic speed. Drivers slow down and drive more cautiously in response to the reduction in manoeuvrability and perceived risk of lane encroachment.

A report detailing all feedback received is included, refer to Attachment 1.

ISSUES AND OPTIONS ASSESSMENT

Option A	
That the Projects and Monitoring Committee approves the implementation of the Transport Choices project on Cameron Road and Boucher Avenue, to the value of funding allocated by Waka Kotahi.	
Assessment of advantages and disadvantages including impact on each of the four well-beings <ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	Advantages: <ul style="list-style-type: none"> • Responds to two strategic priorities: <ol style="list-style-type: none"> 1. Providing resilient, well maintained, and efficient infrastructure, and 2. Responding to climate change. • Provides safer cycling infrastructure particularly for students travelling to and from school. • Narrowing the carriageway will help reduce traffic speeds, resulting in less crashes and improved survivability. • Increased uptake in cycling or walking improves community health & wellbeing outcomes. Disadvantages: <ul style="list-style-type: none"> • Public opposition. • To lessen the impact of reduced car-parking availability, it relies on uptake of walking & cycling – which is a long-term change (short term pain for long term gain). • Potential negative impact on other Te Puke projects public consultation. •
Costs (including present and future costs, direct, indirect, and contingent costs).	100% externally funded. Operating/maintenance costs will be partly funded from Transport subsidies (no additional Council funding required).

Option B	
That the Projects and Monitoring Committee does not approve the implementation of the Transport Choices project on Cameron Road/Boucher Avenue.	
Assessment of advantages and disadvantages including impact on each of the four well-beings <ul style="list-style-type: none"> • Economic • Social • Cultural • Environmental 	Advantages <ul style="list-style-type: none"> • Current levels of on-street parking are maintained. • Complies with wishes of majority of community. • No disruption to road users, maintains the status quo. Disadvantages <ul style="list-style-type: none"> • Health and safety benefits are not realised. • Discourages multi-modal shift. • Reduction in vehicle emissions is not realised.
Costs (including present and future costs, direct, indirect, and contingent costs).	No present costs, however, the implementation of essential safety upgrades (e.g., zebra crossings at schools) may require to be partly or fully funded by Council at a later date.

STATUTORY COMPLIANCE

The recommendation(s) meets:

- Legislative requirements/legal requirements
- Current council plans/policies/bylaws
- Regional/national policies/plans.

FUNDING/BUDGET IMPLICATIONS

Budget Funding Information	Relevant Detail
N/A	Project is 100% funded from Waka Kotahi Transport Choices Package.

ATTACHMENTS

1. **Transport Choices Survey Responses Report** 
2. **Te Puke Cycleway – Draft General Arrangement Plan – Section 1** 
3. **Te Puke Cycleway – Draft General Arrangement Plan – Section 2** 

Take our survey and let us know your thoughts.

SURVEY RESPONSE REPORT

23 January 2014 - 07 September 2023

PROJECT NAME:

Te Puke, choose your ride!



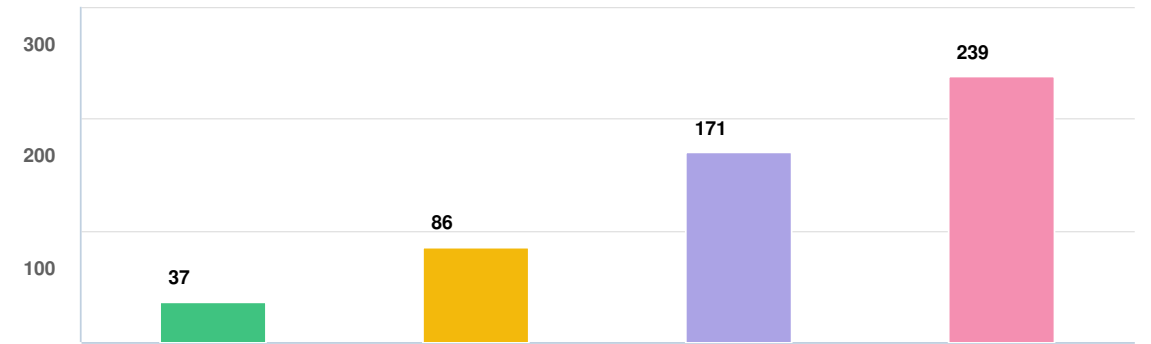
Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023



SURVEY QUESTIONS

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Q1 What issues do you experience on your street? (multi-choice, select all that apply)



Question options

- ☒ Bikes and scooters speed along our footpaths and could hurt someone.
- ☒ It's unsafe to reverse out of our driveway, as we're worried about hitting someone, especially on a bike or scooter.
- ☒ The traffic speeds along our road and it feels unsafe.
- ☒ A number of large trucks and vehicles use our road.

Mandatory Question (346 response(s))
Question type: Checkbox Question

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Q2 | If you would like to share more information on your selections above, please share them here.

Anonymous

8/17/2023 10:30 PM

Very one sided in favor of the bull crap plans this council is forcing on the residence

Anonymous

8/17/2023 11:50 PM

The speed that vehicles go past Fairhaven school it's terrible! There should be a police presence there some days to try and help! There will be a child hit one day!

Anonymous

8/18/2023 05:44 AM

The section of Boucher Avenue below firestation and above countdown is used as a racetrack by motorists and torn up by heavy vehicles, i would like to see surface redone (properly) and speed restrictions

Anonymous

8/18/2023 06:04 AM

Dunlop Road is growing and vehicles speed up and down there all the time and often sponsorship out at Raymond Ave.

Anonymous

8/18/2023 06:11 AM

Our road is rural and this is normal for a rural road

Anonymous

8/18/2023 06:55 AM

I am on a culdedac off Cameron so insulated from direct issue

Anonymous

8/18/2023 07:44 AM

We are a dead end none of the above options apply to us

Anonymous

8/18/2023 07:55 AM

Te Pukes quite busy main routes (all the no. roads) experience very high traffic volumes, particularly during kiwifruit season. A complete lack of traffic policing in our town means these roads are largely a free for all, meaning you will regularly see traffic hurtling along 40, 50 kph areas at speeds probably closer to 80kph in some areas. There is no enforcement of parking laws either, so a lot of the time our footpaths are used as carparks.

Anonymous

8/18/2023 08:16 AM

None of the above but gad to tick 1

Anonymous

Not specifically related, but just wanted to find a space to say that I

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

8/18/2023 08:53 AM

love this plan! This is the kind of thing that makes Te Puke more of an attractive place to live. Thanks for your mahi :)

Anonymous

8/18/2023 12:05 PM

We do not have any of the above problems on our street

Anonymous

8/18/2023 12:43 PM

Large Trucks still come down Boucher Avenue. There are some drivers of cars and motorcycles that seem to not adhere to the 50km speed limit, especially coming down the road towards town. Due to large increase in housing further up on No 2 road/Tynan street there are many more cars using Boucher Avenue than there used to be.

Anonymous

8/18/2023 02:44 PM

Perhaps it should be explained to children what their legs are for.

Anonymous

8/18/2023 03:53 PM

I wish there were more options for people who actually cycle. This survey seem to be aimed at people who use Cars. Who seem to be naturally biased against all other road users.

Anonymous

8/18/2023 03:57 PM

I only selected trucks as there are no problems and that wasn't a choice

Anonymous

8/18/2023 04:31 PM

Don't need cycleways in Te Puke. Its to dangerous to let your young children to go to school on there own now. Too many cars especially in kiwifruit times with people that can't drive to the rules and speeds. Keep all the parking that we do have in and around Te Puke

Anonymous

8/18/2023 04:43 PM

We live off No1 Road which has huge traffic caused by the Kiwifruit season

Anonymous

8/18/2023 04:45 PM

The additional safe crossing will really help towards lower the speeds that people drive

Anonymous

8/18/2023 05:35 PM

Macloughlin Dr

Anonymous

8/18/2023 05:50 PM

I live in landscape road so the above aren't really an issue for us, however, with the pathway and new dog park, I believe the speed limit should be lowered to 30kms and there should be signs up saying it is a vehicle and pedestrian shared road. I think a footpath would be

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

a good idea too.

Anonymous

8/18/2023 05:53 PM

I don't actually live in town but I do travel through the areas you are talking about

Anonymous

8/18/2023 06:05 PM

This is not a major concern. I just had to pick an option for my street!

Anonymous

8/18/2023 07:40 PM

Traffic can't stick to 50km now, heavy kiwifruit trucks or other trucks shake house

Anonymous

8/18/2023 08:02 PM

A lot of on street parking is required, and adding a cycling lane would take that away, espically around school when parents are picking their children up.

Anonymous

8/18/2023 08:04 PM

I dont agree with the above options but had to fill one in to complete the survey .A clever way to get the answer you want .All of the above are normal situations that all drivers should be aware of. you are never going to eliminate them.

Anonymous

8/18/2023 09:05 PM

None of the above . This should be an option. Remember democracy not dictatorship ! Stop spending tax payers \$ on backwards stupid ideas

Anonymous

8/19/2023 08:37 AM

Streets are crazy - especially in Kiwifruit season

Anonymous

8/19/2023 03:56 PM

I live on Boucher. Many trucks use our road to travel to kiwifruit orchards. It is also a road that can get very busy and people not always following speed limits, particularly at the top end.

Anonymous

8/19/2023 04:14 PM

We come up Mc Beth It is dangerous on the Boucher Ave intersection with Cameron Road and all school traffic makes Mc Beth 1 way as well as you have to pull out past traffic on road to see. Not enough parking as it is and need a roundabout

Anonymous

8/19/2023 04:17 PM

None of those options apply, indicating a bias in the survey. And your faulty survey wouldn't allow me to leave it blank.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Darbs

8/19/2023 04:54 PM

None of these issues affect us in Cannell Farm Drive really although bikes and scooters will probably become an issue if they are used more.

Anonymous

8/19/2023 04:55 PM

None apply, only lots of students walking to and from school in the mornings and afternoons, and parents trying to find somewhere to park the car to drop children at school

Anonymous

8/19/2023 04:57 PM

The selections above are not the real issues with the roads. Parking is an issue, especially around the schools. Potholes and road maintenance are real issues.

Anonymous

8/19/2023 05:34 PM

Fix pot holes first. This is kiwifruit town lots of traffic

Anonymous

8/19/2023 05:53 PM

Why would you put a ped crossing right next to the intersection on Cameron road and Queen Street it's hard enough getting out of that intersection as it is without adding another hazard to look out for. How are they going to fit the widths required down Raymond Ave and Cameron roads they are skinny enough as it is without adding anything more to them.

Anonymous

8/19/2023 09:22 PM

The speed that large trucks travel at along both Cameron Road and Boucher Avenue provides significant safety concerns, in addition to a large amount of ground vibrations and noise.

Anonymous

8/20/2023 08:24 AM

High congestion at Boucher Ave/Cameron/McBeth drive at school hours. Fast speeds with heavy vehicles (often fruit trucks) in evenings/overnight. Speed reductions needed prior to the Cameron road intersection (camera or speed signs)

Anonymous

8/20/2023 10:10 AM

There is not much to choose from above!!

Anonymous

8/20/2023 10:50 AM

You forced me to answer question 1 in order to be able to submit this survey. You do not give an option for none of the above. This makes this a dishonest, skewed, manipulative survey.

Anonymous

8/20/2023 01:24 PM

Speeds need policing better

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/20/2023 08:47 PM

My street is no longer a cul de sac and has development at the end and you can drive through. Increased volumes of traffic, and speeding traffic is the issue. With the increased numbers of housing further up the street, I haven't noticed an increase bike traffic, more foot traffic and vehicular traffic.

Anonymous

8/21/2023 08:19 AM

I think there is a better use of the money as losing vital parking options by litt park in Te Puke is going to cause major congestion and frustration.

Anonymous

8/21/2023 11:02 AM

Don't do this it's a waste of money. Use it to build a community indoor pool, and get rid of the rubbish tags.

Anonymous

8/21/2023 01:37 PM

Jocelyn St onto Boucher Ave is busy with fast moving cars and lots of trucks. Cars parked on verges block footpaths and visibility

Anonymous

8/21/2023 02:53 PM

Far too many commercial/agricultural vehicles drive at speed through the side streets (using them as a short-cut). I would support the use of speed reduction measures around the Te Puke schools and nearby streets.

Anonymous

8/21/2023 03:17 PM

This is a great idea, and I fully support it! Our roads are scary for our tamariki with big trucks going by all the time. We need a separated safe space for everyone to feel more confident on their bikes.

Anonymous

8/22/2023 12:31 AM

It's not really a issue but had to choose one

Anonymous

8/22/2023 06:10 PM

Cameron road needs traffic calming measures, Oroua street is becoming a drag strip

Anonymous

8/23/2023 07:57 AM

As a Tui Street resident opposite the high school the only issue we face frequently is cars parking on our driveway when dropping of or picking up children.

Anonymous

8/24/2023 05:06 PM

Raymond ave is often used by boy-racers and other speeding individuals. there will have to be a speedbump or two to deter this behaviour with more cyclists and kids using the street

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/24/2023 06:04 PM

Hi I live at 191 Boucher Ave Te Puke 3119. We have been here for 8yrs and love it but our corner is unsafe to both pedestrians and cyclist's and for us residents driving or backing out of our driveways as traffic just speed all the time past our property. There have been 5 accidents one being fatal. We are extremely lucky there hasn't been a pedestrian or cyclist taken out

Anonymous

8/24/2023 08:51 PM

We are a culdesac so no issues

Anonymous

8/25/2023 06:01 PM

We don't need cycleways. This will take away our parking and congest the other streets with extra parking which is unfair. Most people drive to work as Te Puke too small to cater for people to work in Te Puke.

Anonymous

8/25/2023 08:02 PM

heavy traffic coming down Boucher ave is more dangerous than traffic heading up, towards fairhaven. Keeping cyclists/children on the left heading up (option two) would keep them away from the potential danger, living on Boucher ave directly in front of a high crash rate spot, the dangerous direction of traffic flow is obvious

Anonymous

8/26/2023 11:06 AM

None of the above - no option given if happy with status quo

Anonymous

8/26/2023 07:17 PM

The footpaths on Both Boucher Ave and Cameron Rd are already perfectly suitable for purpose. All the children in these areas are close enough to walk to school, and many do - I see them every day, walking quite safely on the footpath. In all my years I have never seen a bike or a scooter speeding on the footpath. Council bylaws require a turning space on our property, thus nobody should be reversing out into traffic. Traffic speed is a problem, and there seems to be no control by WBOPDC. It's a very long time (several years) since I've seen any evidence of police patrols, for instance. Increased patrols would be a much better approach than wrecking our nice streets.

Anonymous

8/28/2023 03:49 PM

Lots of vehicles, cars going very fast. A better network of trails paths and crossings are needed to get more people riding

Anonymous

8/28/2023 08:22 PM

Bicking is unsafe for our kids on the footpaths with pedestrians.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/28/2023 09:16 PM

Live at top of Boucher Road by Fairhaven - speed of some trucks shakes the house, crazy speed right before a school

Anonymous

8/30/2023 09:30 PM

The intersections of Cameron Rd and McBeth Drive and Boucher Ave is already a very tricky intersection and that is why I chose option 2 but I think creating a small roundabout will be much more beneficial for vehicles as well as cyclists. The road crossing Boucher are not right opposite each other which causes motorists always having to give signals as to who can go. With bikes added in the mix, it will certainly lead to accidents. Plenty of trucks also come down Number 2 Rd which becomes Boucher Ave and not many motorists adhere to the 50km an hour speed limit as it is downhill.

Anonymous

8/31/2023 01:37 PM

I don't have any problems but had to pick 1 as there is no option for none of the above and closed my eyes and picked one

Anonymous

8/31/2023 03:58 PM

The Te Ara Kahikatea Pathway is really one of the few places that feels safe to walk in Te Puke. Everywhere else is so busy with traffic

Anonymous

9/01/2023 03:22 PM

There are water/sewerage pipes that run under Raymond Ave pretty much where the raised crossing is planned to go. The pipes already cause our house to shake and we have raised our concerns about this in the past. We are now concerned that the raised crossing will make the shaking even worse than it currently is. Does the crossing have to be raised or can it be a flat crossing in this location for the sake of the pipes and the shaking caused to ours and neighboring houses?

Anonymous

9/02/2023 07:37 AM

I do not have any concerns with the above but had to select one.

Anonymous

9/03/2023 11:14 AM

I feel your survey is biased towards the result you want. It is not proper consultation. I have ticked one option that I do not agree with because it was a compulsory tick box. There is no option stating that I have no issues with the current situation.

Anonymous

9/03/2023 12:26 PM

We have to have our visitors park on grass verge if you close that we'll meet and lunch Papamoa

Anonymous

9/04/2023 09:45 AM

We are retired & live on a corner up from Lenihan Drive Boucher ave. Just recently have had to help manage traffic when a motor

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cycleist was killed when it struck a truck coming down from the south. (we also had to cover the body etc). When vehicles insist to park on a road (Boucher Ave) there is hardly enough room to maneuver pass in the opposite direction.

Anonymous

9/04/2023 05:11 PM

As a long-time resident and ratepayer, I believe the people of TP have not been given a fair option. Namely, do we need this cycleway or not? I live on Cameron Rd between Litt Park and TPI. NOT ONE child rides past my home to school. Many ride scooters, but that is irrelevant as they will still continue to ride on the footpath.

Anonymous

9/04/2023 10:15 PM

If you were to take away parking on main routes it's going to cause side streets to get built up and become narrower which could cause more problems. Cyclists can take different routes that have less traffic flow

Anonymous

9/04/2023 10:35 PM

Will cycle way stop trucks coming up Cameron Road?

Anonymous

9/04/2023 10:55 PM

Sometimes poor driver decisions occur resulting in increased speeds. You can't cure stupid! Kiwifruit season has massive impact on residential roads as through roads to orchard areas.

Anonymous

9/04/2023 11:20 PM

None of the above as they proposed cycleway doesn't include my street, but I can't submit my survey without filling in. This question is irrelevant to my street.

Anonymous

9/05/2023 05:27 AM

We live in a coudersac so none of the answers apply. We don't have any issues. Only ticked one to move through survey

Anonymous

9/05/2023 06:04 AM

The roads like Hookey Drive have cars roaring up and down the dip. Maybe speed humps would slow them down.

Anonymous

9/05/2023 06:33 AM

Don't actually have any issues on my street at all, but had to select one of those which is a fault in the survey

Anonymous

9/05/2023 06:52 AM

Keep large trucks out of town.

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Anonymous 9/05/2023 06:56 AM	Fixing and widening footpaths would be better than either proposed plan no one wants
Anonymous 9/05/2023 08:11 AM	We have cars parked all over the verge of our street. No cyclists. Little foot traffic.
Anonymous 9/05/2023 09:49 AM	Need speed cameras
Anonymous 9/05/2023 12:02 PM	We don't have any issues and are happy with the current pathway.
Anonymous 9/05/2023 01:07 PM	None of the above apply to our street, but i had to tick something. There is nothing wrong with it.
kylea.grayling 9/05/2023 01:30 PM	The roads are too narrow and too dangerous to include a cycleway - traffic speeds on both roads at all times. The kiwifruit season needs to be taken into consideration.
kylea.grayling 9/05/2023 01:51 PM	Speeding is the biggest issue, not traffic volume.
kylea.grayling 9/05/2023 02:14 PM	Reduce carriageways @ peak times with kerb parked vehicles.
Anonymous 9/05/2023 04:21 PM	Our street has very few bikes or scooters, but elderly pedestrians. Few trucks use the street, but it is a bus route on school days. Speed is not usually an issue
Anonymous 9/05/2023 05:41 PM	Rebuild the number 1 Road. Trevelyan are destroying our neighbourhood.
Anonymous 9/05/2023 06:36 PM	No concerns. i feel perfectly safe. I only filled it in because i wasn't allowed to leave it blank.
Anonymous 9/05/2023 07:41 PM	I have no issues with my street. This is a flawed survey assuming an outcome right from question 1

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Anonymous

9/05/2023 08:27 PM

I am an avid cyclist around Te Puke to reduce my emissions and I don't think it is unsafe to bike along the footpaths in the busy season for kiwifruit. I agree we need a cycleway for children and fully support the idea but it should be more structured like the cycle ways in Europe where they are essentially just wide footpaths. There won't be thousands of people a day using them so it doesn't need to be fully separated from the footpath. Take a page out of the big cities in Europe's book please and save some money as well as parking.

Anonymous

9/05/2023 08:34 PM

None of the above apply. Street is fine the way it is. No trucks and minimal cars use or street

Anonymous

9/05/2023 08:52 PM

Cars parked on the side of the road.

Anonymous

9/05/2023 08:57 PM

The roads are narrow enough. Adding a cycle way reduces visibility for drivers. I barely see anybody cycling around Te Puke in peak times. This proposal is an accident waiting to happen

Anonymous

9/05/2023 09:26 PM

There no room for bike rd

Anonymous

9/05/2023 10:05 PM

Providing a safer option to cross Jellicoe street Te Puke highway (near McDonald's) from Station road side for all residents should be a higher priority. Very dangerous to walk across to access the other side.

Anonymous

9/06/2023 07:32 AM

It's No. 1 Rd, so unavoidable.

Anonymous

9/06/2023 09:23 AM

I do not have an issue with any of the above, we have a large volume of vehicles because we are a busy street, with some orchards feeding off this road. Traffic is to be expected.

Anonymous

9/06/2023 11:46 AM

last year One lady was killed by a car backing out onto Boucher ave.

Anonymous

9/06/2023 12:18 PM

A better solution will be found by communicating and researching with directly affected residents

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Anonymous
9/06/2023 12:55 PM

Don't want a cycle lane- it was cause huge issues when there are no parks and kids who cannot bike to school cannot get dropped off safely

Anonymous
9/06/2023 01:17 PM

There is a bus route and It's unsafe to have narrow roads due to the size of Large bus's, trucks and vehicles.

Anonymous
9/06/2023 02:34 PM

We don't need a cycleway on our road, making it narrower than it currently is.

Anonymous
9/06/2023 02:38 PM

No to having a cycleway on Boucher Ave & Cameron Rd.

Anonymous
9/06/2023 02:50 PM

Speeding vehicles on back roads

Anonymous
9/06/2023 02:53 PM

No to a cycleway and reducing road width on Boucher Ave and Cameron Road

Anonymous
9/06/2023 03:13 PM

I had to pick one. None of the above apply.

Anonymous
9/06/2023 03:20 PM

The amount of large trucks on all the roads in Te Puke is a problem especially in the kiwifruit season

Anonymous
9/06/2023 03:57 PM

Don't need a cycle way, it will make our roads too skinny

Anonymous
9/06/2023 04:19 PM

This site forces you to make a selection when none of these are the major problem. The big issue is the road situation in front of fairhaven school and the intermediate. Lack of parking on boucher avenue, bus stops too small and can block road when busses don't pull over far enough.

Anonymous
9/06/2023 04:20 PM

Boucher Ave is way to narrow to have a cycle lane you need to remember it is a very busy road especially 6.00 a. unit 6.30 pm

Anonymous
9/06/2023 04:28 PM

I dont think a cycleway is going to be of any benefit to the Te Puke community or make our road safer in anyway, probably actually make

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both roads more dangerous....

Anonymous

9/06/2023 04:36 PM

Too many large trucks

Anonymous

9/06/2023 04:46 PM

Why do I have to agree to any of the statements above? I disagree with all of them but have to select one to complete survey??? I chose the last one but it does not represent my thoughts at all.

Anonymous

9/06/2023 05:16 PM

Road too narrow

Anonymous

9/06/2023 05:37 PM

We don't want a cycle way, where's that option?

Anonymous

9/06/2023 05:51 PM

Lots of traffic travel both Cameron Rd and Boucher Ave. Maybe reduce the speed along Boucher Ave, especially when Kiwifruit Season is in operation Too many truck speed along there heavily loaded.

Anonymous

9/06/2023 05:55 PM

We already have so many trucks during kiwifruit season all night long i dont want the added noise of them going over humps and more shaking and shuddering. Where are the cars that park on road going to park now. I only agree if built on the berms by footpath as roads to narrow now. I cycle on road now as it is..

Anonymous

9/06/2023 06:22 PM

There are more cars than bikers using these streets, most students catch the bus or walk

Anonymous

9/06/2023 06:25 PM

There is no option to.select there is not a problem on the street

Anonymous

9/06/2023 06:33 PM

Question 1 has "loaded " options I have no issues with my street.

Anonymous

9/06/2023 06:36 PM

Having lived on Cameron Rd for 30 yrs I'm not aware of any real problems.. leave it alone as you'll create mayhem ... none of the above are relevant.. where's the box that says.. leave as is ?

Anonymous

As a truck driver, I feel that narrowing our streets with a cycleway is

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9/06/2023 06:40 PM

far more dangerous than the current street layout. Children on bikes and trucks do not mix!

Anonymous

9/06/2023 07:33 PM

We are a Kiwi fruit area we have a lot of trucks etc around

Anonymous

9/06/2023 07:36 PM

Our road boucher ave is so busy a bike path is a ridiculous option which will be a dangerous thing to have with all the trucks using this road no way should any kids be biking next to trucks at any stage who in there mind would think this is safe!!!

Anonymous

9/06/2023 07:36 PM

I live on Boucher Ave and it's really busy, we have lots of trucks and speeding cars it would be crazy to have a bike lane! Asking for accidents! Would hate for someone to get hurt or die.

Anonymous

9/06/2023 07:39 PM

Vibration from trucks during kiwifruit season is bad enough even on a smooth road. plus parking is limited for home owners and they dont want to just move people onto the side streets inconveniencing others. Road width is as low as it can be for one with the traffic of Boucher Ave. The time taken to do this will be a massive problem a could cause holdups for months.

Anonymous

9/06/2023 07:41 PM

We don't want raised crossings on any of the roads as they shake houses, cause a lot of noise, create more traffic and lower property values

Anonymous

9/06/2023 07:41 PM

It is a busy road. It is a main road to the rural residences on no. 2 road and no. 1 road. And there are lots of schools in the area, however there is very little bicycle and pedestrian traffic. Most kids get dropped off via bus or car as the parents are on their way to work. To sacrifice safety for vehicles for the few pedestrians that already have a foot path to use is lunacy!

Anonymous

9/06/2023 08:04 PM

The roads have too many potholes and other damage that needs repairing before any cycleway

Anonymous

9/06/2023 08:26 PM

More busses in te puke would be better, hopper bus that goes through most main roads of te puke and more frequent times for bayfair hopper

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Anonymous

9/06/2023 08:26 PM

Honestly where do I start. We live on a main thoroughfare for a horticultural vein. Narrowing the road, taking away parking spaces to fit in a cycleway is only going to cause more danger. At certain times of the day large amounts on vehicles(big and small) use these main these main arteries. It is only going to cause more frustration. People will drive with less care/recklessly because of the narrowing spaces. Also chopping into green space areas to create parking (Gemming Green) should be also be frowned upon

Anonymous

9/06/2023 08:38 PM

Takes upto 5 mins to reverse out of my driveway on boucher ave with traffic between the hours of 8-9am and 2- 3.30pm

Anonymous

9/06/2023 08:41 PM

So many cars parked out on the roads as they have nowhere else to go.

Anonymous

9/06/2023 09:01 PM

I only made a selection for question 1 as there was no 'other' option. Lack of parking. Silly single lanes through town. Too many unnecessary roundabouts.

Anonymous

9/06/2023 09:05 PM

The noise of having them stop and start and speed up. Also they shake our house

Anonymous

9/06/2023 09:51 PM

There are no issues but with the cycle way there will be

Anonymous

9/06/2023 09:58 PM

Parking is already an issue along these roads particularly before school and after and Netball etc. Also multiple cars outside properties where obviously multiple people live in some cases the road is narrowed to single lane almost.

Anonymous

9/06/2023 10:23 PM

Hookey Drive needs speeds humps, especially near the retirement village

Anonymous

9/06/2023 10:25 PM

I'd actually like to say None of the above but you've not given me the option so I just used the least concerning one.

Anonymous

9/06/2023 10:34 PM

I don't want to choose any but you have to....

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Anonymous

9/06/2023 10:55 PM

None.

Anonymous

9/06/2023 11:03 PM

We are on a quiet street. & want it to stay that way.

Anonymous

9/06/2023 11:07 PM

I personally do not have an issue with any of the above choices and have had to select one as there is no option not to. We do often have young kids speeding up and down Cameron road at night time but your proposed cycle lane will have no affect on that.

Anonymous

9/06/2023 11:30 PM

I don't like either cycle track question 7 won't that you go any where without picking one up I don't want either. Thanks

Anonymous

9/06/2023 11:57 PM

I'm scared a cycle lane will endanger people. The roads are already narrow, there is very little parking during school drop off and pick up. I do not see many cyclists. This proposal is anxiety inducing

Anonymous

9/07/2023 12:22 AM

I live on the proposed route. Adding a cycleway will make things worse not better

Anonymous

9/07/2023 05:53 AM

Very biased questions. I'm not worried about bikes and scooters as I never see anyone riding them in Te Puke

Anonymous

9/07/2023 06:12 AM

Nothing above applies to me. I am a side street with hardly any cars or scooters

Anonymous

9/07/2023 06:38 AM

We live rurally. None of these options are 'issues' for us

Anonymous

9/07/2023 08:07 AM

We do not want a cycle way through Raymond Ave /Cameron road

Anonymous

9/07/2023 08:56 AM

Construction vehicles on Dunlop Road

Anonymous

9/07/2023 10:06 AM

There's nothing wrong

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Anonymous

9/07/2023 12:34 PM

Road is too narrow

Anonymous

9/07/2023 12:46 PM

There is a significant volume of heavy traffic over these roads during the Kiwifruit picking season. They have no where else they could go, putting in speed bumps and cycle lanes, will compress and congest the traffic even further, and add in the anticipated volume of people suddenly cycling. Further, most people who live in this area, have to commute, I for one work in Tauranga, I HAVE to drive up and down Cameron Rd everyday for work. I cant bike, bus is not a practical solution, so I will have be slowed down and contribute to congesting Cameron Rd if these changes went ahead. Not sure how environmentally beneficial that will be. There is already a large population that resides along this route, adding cycle lanes will increase the risk of a cyclist being hit by a car. I work in Tauranga, when I have cross a cycle lane that crosses an intersection, I have to now look both ways, including into the direction I would be heading. This is not an natural instinct, and is at odds with the road code and how we are taught to drive. I would be horrifically easy for someone driving up their driveway to forget to consider that they will be crossing a two way cycle lane, and forget to look in both directions. I see the impact of the cycle way works on Cameron Rd in Tauranga, and see the impact of them on the flow and traffic safety everyday. As for the kids getting to school, how do you add in safely, the School busses and parents dropping the kids off at school while navigating the supposed huge volumes of Bikes....over the nice weather days? This is a rural town, and much like the working population, they have no choice, they have to drive or take the bus too school.

Anonymous

9/07/2023 01:16 PM

key points are no parking on either side of the rd on boucher Ave and Cameron rd except outside Fairhaven school, they will not be using any of the grass berm it will be solely on the existing rd except on some shared footpath areas(very few) so the rd will be narrower to accommodate this, so all parking will b down side streets or on the grass/footpath.

Anonymous

9/07/2023 01:27 PM

Only picked that choice as I had to pick 1 I don't have any problems with the road but I will if you put this new cycle lane in, that's going to cause catastrophic disasters

Anonymous

9/07/2023 01:38 PM

none of the above. the issue on my street is cars parking on both sides of the road, on yellow lines, too close to intersections at school pick up and drop off times.

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Anonymous

9/07/2023 01:55 PM

Boucher Avenue is a dangerous road due to it's design and high volumes of traffic that includes light and heavy vehicles and limited parking.

Anonymous

9/07/2023 02:20 PM

The speed of traffic that comes through Hookey Drive and Boucher Ave makes it unsafe for our young children to cross the road to school. Its preferred to drive these days which causes a lot of congestion. The big truck that travel through Boucher Ave towards Number two road also shakes our house

Anonymous

9/07/2023 02:23 PM

Speed along jocelyn and boucher is not adhered too. It is dangerous for us when reversing out of our driveway directly onto this road

Anonymous

9/07/2023 03:12 PM

Speed is an issue on Boucher Ave and Hookey Dr where school aged children are walking to and from school.

Anonymous

9/07/2023 03:30 PM

I did not want to tick any boxes as I do not have any problems. This is a very poor multichoice question with limited options intended to produce your answer only, why did you assume that everyone has a problem ?. I have no problems at the moment but I see many if this radical scheme is implemented. This proposal is a radical change by planners who do not live in or understand the area and it will make it nearly IMPOSSIBLE for parents of school children to ferry them to after school activities or sports

Anonymous

9/07/2023 03:32 PM

Do not have any problems with traffic

Anonymous

9/07/2023 03:54 PM

There is no option for not having a issue you are forcing me to give an answer that you can use as a stat to push your agenda

Anonymous

9/07/2023 04:31 PM

Our house shakes heaps when the kiwi fruit trucks go past

Anonymous

9/07/2023 04:51 PM

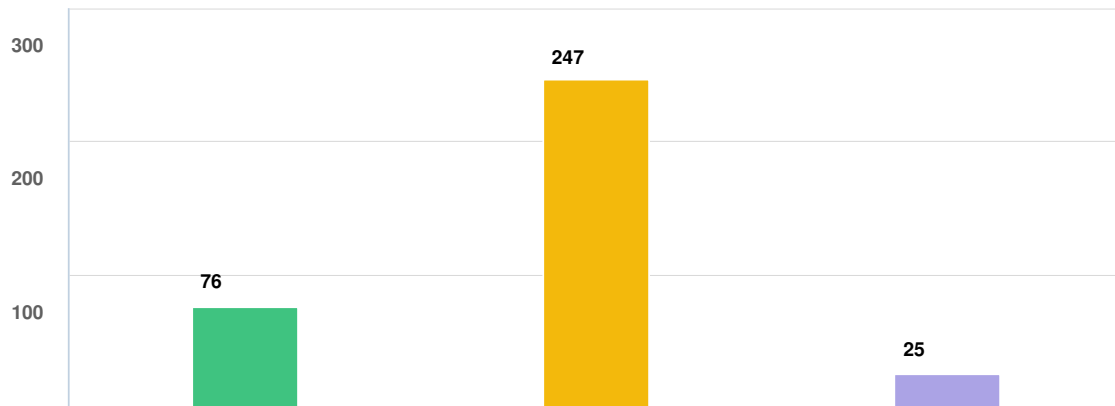
None of the above in question 1 apply.

Optional question (165 response(s), 181 skipped)

Question type: Essay Question

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Q3 | Do you support the concept of a proposed cycleway and safety improvements along Cameron Road and Boucher Avenue?

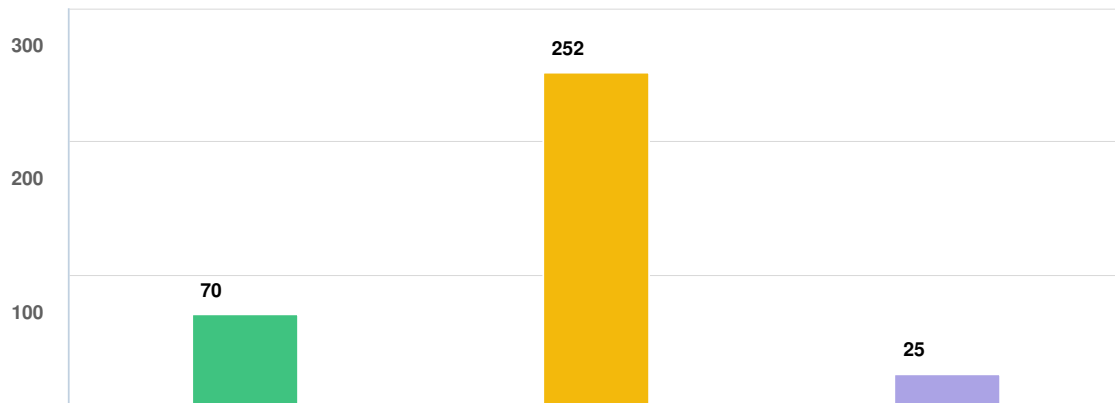


Question options

● Yes ● No ● Unsure

Mandatory Question (346 response(s))
Question type: Checkbox Question

Q4 | Do you think the proposed cycleway will make it safer for all users of Cameron Road and Boucher Avenue?



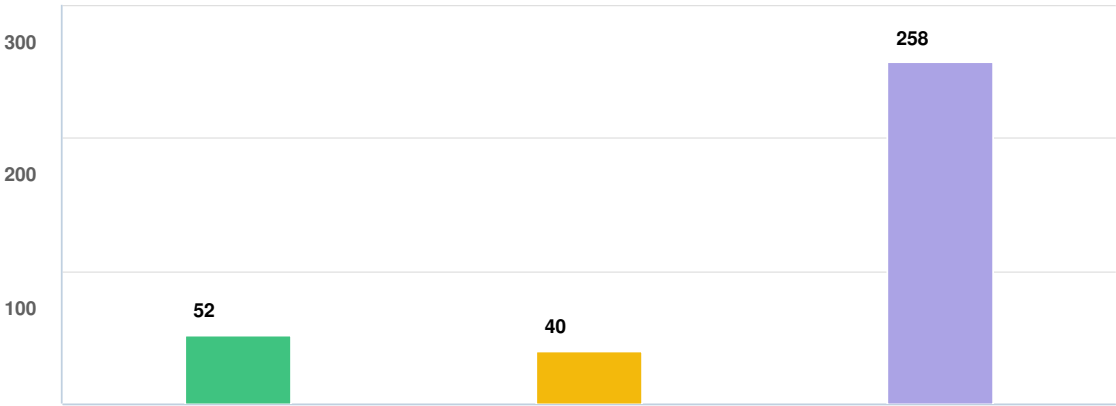
Question options

● Yes ● No ● Unsure

Mandatory Question (346 response(s))
Question type: Checkbox Question

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Q5 Which out of the two proposed cycleway concept plans do you support?



Question options
Design option one Design option two Neither

Mandatory Question (346 response(s))
Question type: Checkbox Question

Q6 Your feedback is important to us. If you have any feedback about the proposed plans, please share them here.

Anonymous
8/17/2023 10:30 PM

The number of kids and people on bikes we see I could count on my hands I've lived here for 40 years and your just wasting the money. Typical council we have one of the highest rates in nz you have ruined this town and bring back the double lanes in town you idiots don't listen to the locals

Anonymous
8/17/2023 11:50 PM

I think there could be a better place for the cycle way, it you look at the number of children biking to school it really isn't that many so why does it need to go past all schools

Anonymous
8/18/2023 05:44 AM

We need to connect cycleways to the main one on the highway so Te Puke can access other cycleways

Anonymous
8/18/2023 06:11 AM

This money could be better spent elsewhere. I never see cyclists on this route.

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Anonymous

8/18/2023 07:44 AM

Absolutely stupid idea and waste of \$\$ it will not be utilised and cause more congestion on the roads . Don't know why you are asking rate payers there opinion as you will just go against what we as rate payers and then do another rate hike for all of us

Anonymous

8/18/2023 07:55 AM

Currently in Te Puke we have significant issues with people parking on footpaths. I live on no. 2 and regularly walk down to town and see this every day. On many occasions I am forced to walk with my dogs on the road to get around parked cars. How will a cycle way prevent this from happening? I can see the cycle way being used as additional car parking. What are the council proposing to do about policing this and other poor road use behavior? Specifically in regards to cycle ways, it is about time that we connected Te Puke to Papamoa with a shared use walkway/cycleway; to me this seems a much more practical and sensible use of the money, as there is ZERO safe way of travelling between the towns other than car or public transport.

Anonymous

8/18/2023 08:16 AM

The toad isn't big enough and I would rather not get the money than spend it on something that is going to frustrate people, it's ok for retired people to use but reality is both mum and dad work so can't bike to school with kids and drop kids off on the way to work and taking away parking is going to cause more madness and actually think it's going to be more dangerous

Anonymous

8/18/2023 08:53 AM

I like design one because of the potential future Queen St add-on (would be great for my family because of where we live), but it sounds like design two will be safer overall, and I think that safety should be the priority.

Anonymous

8/18/2023 10:14 AM

The plans wouldn't open on my iPhone. I had to swap to laptop. Perhaps an issue - should be looked at if you want more people to answer poll & survey. As most people would likely attempt to answer in their phone but might disregard it if the link doesn't work.

Anonymous

8/18/2023 12:05 PM

There are much better ways to spend this huge amount of money in Te Puke

Anonymous

8/18/2023 12:43 PM

Currently the Con of ALL on street parking on Boucher Avenue being removed is a big issue for us. We are getting more and more in-fill housing and with multiple occupiers with cars, this would leave no ability for visitors to park anywhere. Also have neighbors that have a business that require parking space on the street for drop off and pick

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up of children. Also very concerned about the probable removal of trees on Boucher Avenue that provide shade to walkers currently. The removal of trees from streets and replacement with concrete etc, has been shown to lead to increase in temperatures in towns/cities. Not helpful given rise in temperatures due to Climate change. The removal of trees and narrowing of Boucher Avenue will take away from the Character of the street.

Anonymous

8/18/2023 02:44 PM

From upper Dunlop Road a walkway should be put through the stormwater reserve and up to Cameron Road by way of footbridge

Anonymous

8/18/2023 03:53 PM

I wish that it was made clearer to the NIMBY's that the funding for this project was coming from Central government for the expressed purpose of encouraging people to get out of their polluting cars and onto bikes. The prevailing sentiment seems to be this will be coming from the ratepayer, Which is incorrect and souring peoples attitudes towards the improvements.

Anonymous

8/18/2023 03:57 PM

Do not need this cycle way

Anonymous

8/18/2023 04:31 PM

Please listen to the community and not be told what you have to do by the government. All areas around New Zealand are different with different needs.

Anonymous

8/18/2023 04:45 PM

Any option will really improve safety of the town

Anonymous

8/18/2023 04:52 PM

Too many roads to cross from Intermediate to Fairhaven in one of the options, there is 4 road crossing, they should be on the opposite side where there would only be one road to cross and they will arrive at the pedestrian crossing. (all 8 kids who actually cycle to Fairhaven btw)

Anonymous

8/18/2023 05:35 PM

Would be better if it came back along Queen st so it can link back up, safe for all ages to go for a lap.

Anonymous

8/18/2023 05:53 PM

All this will do is create more unsafe chaos on the roads - one only has to drive to the Mount to see wasted \$\$\$\$ on the cycle ways that one never sees cyclists using

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Anonymous

8/18/2023 06:05 PM

As a mum of 4 kids at these schools I see the benefit of this being implemented. My son bikes to tpps but I wouldn't let my others due to the safety. There are currently no safe crossing points. I would love to see raised signalised crossings outside the schools. Far too many close calls.

Anonymous

8/18/2023 06:27 PM

Leave it and just spend money on fixing the pot holes!

Anonymous

8/18/2023 07:40 PM

Stopping parking is stupid. Spend money on fixing roads instead of providing lanes for few users

Anonymous

8/18/2023 08:02 PM

I think, make the foot path 2 lanes, or teach children the right of way when sharing the footpath with cyclist, walkers etc

Anonymous

8/18/2023 08:04 PM

It would be easier to turn one footpath into a bike way and retain the other side for foot traffic. You are never going to have serious cyclist using this a a recreational track. it will be good for people to get to and from school and maybe to work. the Te Ara Kahahiketea track is used by predominately walkers. I have been walking around that since it opened. It is not long enough for most cyclists.

Anonymous

8/18/2023 08:54 PM

This is a terrible idea. Take out the parks to force us to use public transport. If you go through with this, I will be contacting the mayor and plastering his information everywhere until you have no choice but to remove it. Why is the puke 1 lane? Why are we so forced to get the covid jabs? Why are we forced to pay for your bins? To line YOUR pockets.

Anonymous

8/18/2023 09:05 PM

Council has lost touch with reality. Stop spending tax payers money and ruining the country! Nothing should cost that much! How much of this I'd consultation fees back to council!?

Anonymous

8/19/2023 08:37 AM

I would really like to see a safe travel path from Maketu to Te Puke - can this be added !

Anonymous

8/19/2023 12:39 PM

I have selected option one as the bus drivers at Fairhaven school often struggle with getting in and out of their drop off and pick up zone. I feel that it would add more stress to the drivers and could potentially pose a threat to select few cycleway users

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Anonymous

8/19/2023 03:52 PM

70% of children that go to the te Puke schools travel on buses, there is no purpose for this cycle way, we are a small country town

Anonymous

8/19/2023 03:56 PM

I do not think we need cycle ways in Te Puke. There are not many cyclists in our town and I do not think cycle ways will change this. With speeds that people drive on our roads I also feel it that cycle ways only creates more risk. The proposed cycle ways will eliminate parking outside of all local schools and parking is already an issue for parents picking/dropping off children and attending school events.

Anonymous

8/19/2023 04:14 PM

We should be aiming to connect Te Puke this side to the Te Puke Walkway and then to the Eastern Link/ Papamoa connection. This would be of more use than existing plans

Anonymous

8/19/2023 04:17 PM

The whole survey is biased which reduces your credibility.

Anonymous

8/19/2023 04:42 PM

It would be best to have a separate and protected cycleway. Please please do not waste money making a cycle way like you can see on Parton road in papamoa. It is so dangerous that no one uses it, the little kids still use the footpath to bike on. A cycleway is not paint on the road. Please do it properly.

Darbs

8/19/2023 04:54 PM

I cant really see how it is going to change people dropping their kids at school as most probably do so on the way to work in the mornings, and this is not going to change with a cycleway for primary or intermediate aged children. Can see it leading to more congestion not less. Te Puke seems to be a town that people commute into the Wider Tga region from for work rather than live and work here in Te Puke.

Anonymous

8/19/2023 04:55 PM

More options for car parking around the school fields and netball courts is needed as the roads feel unsafe to drive when training nights and events are on. Always worried about kids stepping out between cars

Anonymous

8/19/2023 04:57 PM

A cycleway is yet another waste of money... spend our hard early rates money on real issues around town! It's all very well saying you have sourced grinding to build the cycleway but who pays for its upkeep afterwards?

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/19/2023 05:34 PM

Think there are more important issues to fix first

Anonymous

8/19/2023 05:53 PM

See above comments I think the planners need to actually go out on a busy day and watch and see

Anonymous

8/19/2023 07:31 PM

Boucher Ave has a big problem with the lack of parking at fairhaven school. It is already chaotic and dangerous. I believe adding a cycling lane will possibly make this situation worse. Rubbish day will probably be a nightmare too with the truck, the cars looking for parks and then a bike lane.

Anonymous

8/19/2023 07:34 PM

Please please please do not do anything to further reduce the parking at Fairhaven school. It's a nightmare as it is now, if you remove any parks it is only going to become more unsafe!

Anonymous

8/19/2023 07:37 PM

Parking for schools is important. Please don't do this design

Anonymous

8/19/2023 09:07 PM

Ensure that paving is smooth so that mobility scooters and wheelchair uses do not have accidents. Uneven surfaces are dangerous.

Anonymous

8/19/2023 09:53 PM

It's waste of money. We have other needs in our community that could benefit from this proposed spend.

Anonymous

8/20/2023 07:23 AM

Design two is much better. I would not feel comfortable with my children on a bike lane in between the traffic.

Anonymous

8/20/2023 08:24 AM

Limit the number of crossings over Boucher Ave - option 2 adds more crossing complexity and possible danger to pedestrians - they struggle to stop at the one outside Fairhaven, let alone three crossings in the area. People are already well versed with the fairhaven school crossing. Concern that biking lanes don't always make drivers slow and check for bike traffic (especially if they appear suddenly such as ebikes at high speed). Seen many vehicles clip bikes at the new bike lane crossings in the Tauranga CBD. Ensure phased construction and not another set of traffic chaos between Te Puke and Tauranga CBD.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/20/2023 10:10 AM

You aren't giving people a choice you are telling them it's happening regardless. "The funding can not be used for anything else" You are spending money on something that is a waste of time and money. All the money spent on the tōtara street cycleway is a perfect example, it looks pretty but is hardly used and the traffic congestion is still awful. This was not a practical use of money. Seems that wasting money is contagious! The money should be spent on making our roads better not taking away road space and parking. Most people avoid going past schools at drop off/pick up due to the parents and their parking 'skills' during that time. Educate some of those parents, they shouldn't be opening doors on the roadside when cars are coming, or letting their kids in or out on the roadside of the vehicle. I'm all for better quality footpaths and maybe they should be a bit wider to accommodate cyclists too but be realistic....spending money on a Cycleway is not practical. Using emissions as a reason is ridiculous, not everyone wants to or can afford an electric vehicle.

Anonymous

8/20/2023 10:50 AM

Where do resident's visitors park if they have insufficient parking on their property? Say I'm having a child's birthday party and I've invited 10 children. Where are their parents supposed to park during the party? Who is going to pay for the kids bicycles? I drop/pick up my grandson at school 2 days a week in the car. I have bung knees, I can't walk a long distance to escort him into school. What am I supposed to do? What facilities are schools going to make to provide drop off zones? What if it is pouring with rain and you're expecting kids to walk/cycle home in cold, wet weather, up to 3 kms or more? If I had a 5 year old I wouldn't be letting them ride or walk to school on their own. Its not safe with so many weirdos around. Not all parents have the time if they are working, to walk their kids to school, not all parents can afford a bicycle, the wet weather gear, the helmet. Who is going to pay to teach them road cycle safety? Where are the schools going to store all these bicycles and ensure they don't get stolen or wrongly taken? . You have no idea how angry these proposals make me because of the blatant disregard of the impact it will have on families. This is government driven climate change bullshit without consideration to the impact to our community. You say that all thoughts and opinions will be taken into consideration, but the truth is that you have skewed the questions in this survey so you get the answers you want. It is insulting to the intelligence of your community.

Anonymous

8/20/2023 11:45 AM

Concerned about losing on road parking.

Anonymous

8/20/2023 01:24 PM

I don't think that many bike to school, the Money would be better utilised fixing roads, I understand that the money would not be able to be used for this - however if the cycleway goes ahead would this

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mean the roads would be fixed as well? Also if the cycle way went ahead would this remove the ability for parking cars on the side of the road? This would disadvantage many residents - you need to weigh the pros and cons and from what I can see this cycle way would benefit very little of the community. children riding to school use the footpath and as a walker , I have not had any issue with this. It is only around half an hour in the mornings and afternoon, and really not that many bikes. Adults cycling have had no problems that I am aware of. If you were to ask the schools how many children bike - I think you would find the answer is very few. This cycle way has the potential to create more problems than you think. Will it restrict and congest parking outside schools for parents picking up children?

Anonymous

8/20/2023 08:47 PM

We don't need a cycleway!! Tauranga is a mess with a cycleway that is hardly used and it's even less used for Te Puke. Relatively speaking compared I feel Te Puke streets are quite safe to cycle on, they mostly of a good width and traffic volumes aren't huge. I don't think the current street setup is a disincentive for cyclist - those who want to cycle now don't. Loosing car parking along Cameron Road and Boucher Ave would be an even bigger waste than the cycle lanes that will experience low users numbers. It just seems like a contradictory move - change the bylaws and allow greater density of housing, which means most likely more cars will be parking on the streets, oh no wait the parks will no longer be there to be replace with unused cycle lanes! The will ruin the aesthetic of Cameron Road and kill the sometimes sleepy vibe of driving up this road. PLEASE PLEASE don't put the cycle lanes in!!!! Please offer a referendum on whether Te Puke residents want the cycle lanes or not and not just jumping straight into which option is preferred.

Anonymous

8/21/2023 07:20 AM

You can't go and take away parking after just changing the building rules...where are all the new residents going to park. Also, I have intermediate aged kids, they say it is uncool to bike to school...so listen to your target audience...they don't even want this, they would rather walk to school!

Anonymous

8/21/2023 07:36 AM

We don't want cycle lanes. Very few cyclists here as most people work out of town.

Anonymous

8/21/2023 08:19 AM

The main danger on these roads by the school and sports venues is parents trying to find parking during peak times. Many live rurally so can not ride a bike in and also many parents doing pick ups have more then 1 child so this also isn't always a practical option. As an organiser of sports I carry kits and equipment which can't be taken

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via bike. I would fully support if alternative parking was solved first.

Anonymous

8/21/2023 09:41 AM

Believe the council should use the grass verge as they own this land we mow for them free

Anonymous

8/21/2023 11:02 AM

On your poll you should have a option to tick if you don't want the cycle way.

Anonymous

8/21/2023 01:37 PM

In design option two for Bouchers Ave which is area I live ... the Oxford St intersection with Boucher St is not a safe one as cars speed around the Boucher/ Oxford st intersection... not a good place for children on bikes. Also in Option 2 there are too many cars on that side of Jocelyn st parked on the verge often blocking the existing footpath. Safer in design 1 but would prefer that footpath is widened and cycle way attached to footpath and not on road.

Anonymous

8/21/2023 02:53 PM

I think the idea of raised pedestrian crossings is a great idea and I've seen these working for a range people in other areas of NZ. Te Puke is a perfect case for these as very often there is not a level step from a path onto the road being crossed as there is a huge dip in the road (see most of the junctions on Cameron Rd). I do not believe the cycle lanes would be used as expected. However, do believe that there's a case for them once there's a connection to the cycleways to Papamoa / Paengaroa. I think the council underestimates the number of people/families living in Te Puke that are keen to cycle but need to attach bikes to cars and head to other areas to find a decent cycle route e.g. Papamoa, Mount and Rotorua. It works both ways too as people from those surrounding areas would cycle to, and spend money in, Te Puke if there was a decent cycle-route or path. I'd also look at even the small cycle/skate/scooter bumps on Parton Rd, Papamoa. We travel with families from Te Puke to take the kids there for a few hours as there's nothing as basic or good in Te Puke. I'd recommend spending the available funding on increasing the coverage of raised pedestrian crossings e.g. nearer to town centre and top of Boucher/No.2 Rd and Tynan Street.

Anonymous

8/21/2023 03:17 PM

Design option two makes so much more sense, it is the right side of the road for our primary and intermediate schools - the youngest ones on the roads. It is also the side where there is access to our parks and our favourite dairy to bike to for lollies! I would love to think that I can send my children off on their own to bike to the dairy on a safe separated cycle way. There is no way they can go now on the road, and they are not building their confidence with cycling. I would love

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this for our community, please think about the voices of all the future generation that will not get to complete this survey.

Anonymous

8/22/2023 12:31 AM

Make sure there is ample drop off parking at the schools especially Fairhaven as not every one can bike

Anonymous

8/22/2023 12:50 PM

Love this idea! My kids and I cycle around every weekend. This cycle plan will make it much more enjoyable

Anonymous

8/22/2023 03:46 PM

I think cameron Rd should be option two to keep the little kids on the same side as their schools. Boucher should be option one for the same reason. Changing from option two to option one should take place just after intermediate school where the crossing used to be with school patrols as before during school hours

Anonymous

8/23/2023 07:57 AM

I would prefer money to go towards a community swimming pool!!! But given the funds are only available for this "improvement" then I hope that the Contractors hired utilise local subcontractors.

Anonymous

8/23/2023 08:25 AM

Not enough users to support the expenditure.

Anonymous

8/24/2023 12:05 PM

Option 2 means you don't have to cross road to get into school once you are on cycle lane

Anonymous

8/24/2023 05:06 PM

A couple of years ago we have lived on Papamoa beach road where they made one pedestrian crossing in front of our house and it took weeks and trucks and crews often blocked our driveway without any consideration for the residents (we had to walk across the street to find someone who looked like they could move things just the gain access to our own driveway) PLEASE could the residents be considered!! we work from home often and if noise etc. is going to be an ongoing issue you will have some unhappy people knocking on council's door. Do one little bit of the new walk/cycle path at a time and finish it - them move on don't try and block off all of the street at once and take weeks/months to complete it PLEASE!

Anonymous

8/24/2023 06:04 PM

I am all for it but option 2 is preferred as is on the inside of our corner which would be the safest for the simple reason all 5 accidents have accured on our side of the road. I also think option 2 is the safest all the way down Boucher Ave.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/24/2023 07:20 PM

Any expansion to Te Puke will be on the outer side of the track therefore futureproofing the cycleway, there is also a good selection of existing pathways and quiet streets providing to access all the schools

Anonymous

8/24/2023 08:47 PM

I think the usage of on street parking is greatly underestimated particularly around the intermediate school, litt park, and the netball courts. These areas are particularly busy on weekends with Saturday morning sports and also when school functions are on. Just not sure how you address this issue, as in these cases parking in side streets is not enough

Anonymous

8/25/2023 06:01 PM

Do not agree on the cycleway; Te Puke dos not need this.

Anonymous

8/26/2023 11:06 AM

Not needed Has a survey been done of the amount of cyclists that would use it. How many of the school pupils in Te Puke a/ walk b/ come by bus Have you marked out on the streets how much the cycle lanes would take up Where do you put your recycling bins - on the cycleway, on the road side of the cycleway? What happens to parking on the streets - are these eliminated? What about existing trees - are they removed ? Not their fault they are there

Anonymous

8/26/2023 04:51 PM

Are we going to get a bang for our bucks with the money spent on this project. It seems to be a nice to have project but will it get used as much as we think.

Anonymous

8/26/2023 06:37 PM

The planner of Option one has obviously never seen the terrain on that side of the road. The only way you would get a cycle way there is by removing the foot path completely. There is no berm as such. Rubbish days the bins have to be put on the footpath inconveniencing pedestrians and making it impossible for pushchairs, wheel chairs and mobility scooters to use.

Anonymous

8/26/2023 07:17 PM

What are these Te Ara people thinking? The present footpaths are just fine, because all the children in the area are easily able to walk to school, and many already do. Bicycles are definitely not necessary, and (in my view) should not be encouraged, as most of the children we are talking about are too young to safely use a bike, regardless of where they ride.

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Anonymous

8/28/2023 10:03 AM

I am in favour of the installation of more raised crossings, especially along Raymond Ave as cars speed often down this road. I am however not convinced a cycleway is needed/will be used? I would rather see the existing footpaths widened maybe? And taken better care of! Loosing parking spaces outside of schools will not be ideal and will create far more problems than they will solve.

Anonymous

8/28/2023 02:16 PM

Safer for the children going to and from school

Anonymous

8/28/2023 03:49 PM

Great idea and good way to promote safe riding around town.

Anonymous

8/28/2023 05:00 PM

i think turn Cameron (and Boucher?) into a one way street, it's an easy loop

Anonymous

8/28/2023 09:16 PM

Both seem good

Anonymous

8/29/2023 11:46 AM

If the schools have parent evenings, school plays, fundraisers or any event and for school pick up, people need to be able to park and the only place to park is on the roadside as there is nowhere else. Lots of people that rent rooms also need to park on the roadside as do visitors to houses. This is a residential area, people and their visitors have the right to park outside their house.

Anonymous

8/30/2023 09:00 PM

The proposed cyclway is going to create huge burdens and headaches for parents picking up kids from schools, parking is a nightmare already without what is proposed, which will reduce parking drastically. This proposal will make it a lot more dangerous around the schools.

Anonymous

8/30/2023 09:18 PM

In theory I support a cycleway to encourage people to bike rather than drive. It would be great to have a safe option for kids to bike to school, but will there be a physical barrier (kerbing) to stop cars driving in the cycleway? I don't think the parking issue around Fairhaven has been adequately considered - it is already near impossible to get a park to pick kids up (particularly on a wet day), so taking what is there away will make the problem worse.

Anonymous

The number of primary, and intermediate students cycling are really

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8/30/2023 09:30 PM

very small. I am a teacher at Te Puke Primary. I live right by Fairhaven School and I drive these roads every morning and every afternoon. The number of anybody cycling these roads are also very small. Most kids and adults walk. It will be such a waste of money creating a cycle way. It sounds good but the reality is, the numbers are not there to warrant this huge expense. And the story of "build it and they will come" is seldom true.

Anonymous

8/31/2023 07:37 AM

There are already footpaths available for those kids and families that choose to, to walk or ride to school. Spending lots of money on a new pathway won't increase those numbers. It will be a waste of money that could be spent elsewhere.

Anonymous

8/31/2023 01:33 PM

I think it's going to cause more problems for traffic and parking - lots of houses along the 2 streets have cars parked on the road and berms as there is no where to park and especially when things are on at the schools and events at Litt Park and Theatre

Anonymous

8/31/2023 03:58 PM

Anything we can do to encourage fewer cars on the road will make a positive impact to our community.

Anonymous

8/31/2023 04:01 PM

As a school bus driver it is very difficult at the best of times negotiating our way thru Boucheron ave and Cameron road.

Anonymous

9/01/2023 03:22 PM

Same as feedback for question two above. In addition, as people come onto Raymond Ave from Cameron road, they will be hitting the raised crossing potentially with more force as the street angles downwards. Will this then cause the potential for more shaking to our houses? We are also concerned about the noise that raised crossings make and how that might affect the value or rentability of our house.

Anonymous

9/03/2023 11:14 AM

From the sound of your promotion (because that is what it is, not consultation) you have already made up your mind to build a cycle way. I attend the menzshed Te Puke 3 mornings a week, 8 am to 12 noon. I seldom see school kids either riding or scooting to school. last week I stopped and counted the number of bikes in the high school bike rack. There were 7 bikes. You claim that this will make it safer for bikes and scooters, I believe that the opposite will be the case. The road is already narrow with no parking near bends, having a cycle way will give a false sense of security for bikers because drivers WILL cut corners. Also the current level of parking is insufficient as many cars park on the grass verge, especially at night, the new

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building regs allow for higher density housing so this situation is only going to get worse. There is also the negative impacts this will have on the roots of the mature Pohutukawa trees on Cameron road. This project seems typical of a bureaucracy that has access to funding and is desperately seeking a project so as not to lose the funding. In case I have not made my position clear I am opposed to any cycle way being constructed on Cameron road or Boucher Avenue.

Anonymous

9/03/2023 12:26 PM

Spend the money on upgrading footpaths

Anonymous

9/04/2023 09:32 AM

It doesn't work for our primary schools

Anonymous

9/04/2023 09:45 AM

Boucher ave is a 'speed track' ..The trouble is that 'it appears that drivers who live further up the road treat Boucher ave as a highway & NOT as a street, hence speed has become the 'norm'. We also have a school two doors up the road & it is 'VERY SCAREY' when the traffic will not slow down, even for a period when our children are walking to school

Anonymous

9/04/2023 05:11 PM

Yes, it will make it safer for the lycra-clad Sunday cyclists and any child whose parent decides they can ride to school. BUT cycling is not "cool". How many pupils/students own a bike? (1)PARKING: For the sake of a handful of possible users, most residents on Cameron Rd and Boucher Ave are going to be put to a lot of inconvenience when they lose their street parking. Almost all of the Cameron Rd properties on the east side have infill housing with long driveways. Some (eg 116a, 116b) do not have enough parking on site and so need to park their 2nd or work vehicle on the street. Also, where do our visitors park? (2)LITT PARK: Summer children's athletics, winter senior football and Te Puke Repertory Shows already see vehicles parked for up to 60 metres in each direction on Cameron Rd from Park Lane, as well as in Clydesburn Ave, already posing congestion and traffic jams. (3)TP INTERMEDIATE: The 1st day of the school year and school concerts/open days/parent interviews all bring hosts of vehicles which park on both sides of the road from the north side of Park Lane to Tynan Street!!! And on WET days after school, the traffic crunches to a halt on Cameron Rd as parents all vie for a good pick-up spot. I have photos of traffic parked on both sides of the road while other traffic, including school buses and the Bay Hopper, squeeze through the middle at a crawl, all the while having to contend with parents (who now have their child on board) doing U-turns!!!

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Anonymous

9/04/2023 10:14 PM

I don't support reducing the width of the road & removing parking. It is not safe to park on side streets & walk at night particularly with poor street lighting. Cameron Rd is already too narrow around the intermediate especially when buses are coming & going. I would prefer existing footpaths to be widened & used as a shared lane.

Anonymous

9/04/2023 10:15 PM

You are going to create more traffic congestion, which causes people to make less desirable decisions at intersections with all the extra crossings. It's doesn't make any difference to cars backing out of driveways with kids on bikes and scooters they still will have to look out for them. It's just going to make quiet streets where kids are safer less safe. It's not practical taking away parking when towns already struggle for parking especially with being able to afford to live and more people sharing housing. Street parking is needed for these people as not every house can accommodate for the extra parking space of more tenants.

Anonymous

9/04/2023 10:35 PM

No need to add cycle way at the cost of reducing side street parking. Work on keeping people's speeds down and trucks away

Anonymous

9/04/2023 10:55 PM

Although designs are available the plans remove to many car parks around our streets, with properties being subdivided smaller and with limited parking people have to park on roads. To remove this option on the 2 main residential roads in Te Puke is to the detriment of local residents. Outside Fairhaven school there is already limiting access to the school and minimal parking or access for the potential of the 300+ families (450ish students). The speed, parking and access has been an issue for years (decades) and only going to get worse should the cycleway go ahead. A raised pedestrian outside the school is the bare minimum required to assist with safety of our children. The intersection at Boucher and Cameron Rd is a disaster as it causes issues with traffic or buses and turning traffic - this is an area that also needs urgent attention. These should be the priority for our roads/footpaths around this area. The number of students who cycle/scooter is less than 10 out of 450ish. Kids.

Anonymous

9/04/2023 11:18 PM

There's not enough parking as it is for the schools and sports grounds so I don't agree to having what little there is removed for a bike path.

Anonymous

9/04/2023 11:20 PM

if the plans are to encourage children to cycle to school, how do they get to the cycleway in the first place. we have a large rural community who need to get to town first, either by bus or car. It feels to me like it

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will create more congestion in places that are already busy at certain times of the day, and won't help anything. I have a bike, with a bell, and am happy to ride on roads or multi use paths around town. however if there is money to spend, then I would dearly love to be able to bike safely to connect with the cycleways and walkways in the Papamoa area without the treacherous main highway. I believe money would be better spent in that way, which would help with health and fitness as well.

Anonymous

9/05/2023 05:01 AM

Raised crossings across Cameron rd are redundant and annoying, why not just put in a pedestrian crossing near the intermediate, no need to raise them? And the residents at the top of Cameron rd near the intermediate fought to remove the judder bar from outside their houses as it caused significant damage to their house, it would be unfair to put it back or do that to other peoples houses, when they dont need to be raised crossings and could just be crossings, why do there need to be so many? Also I am concerned about the construction time and the dangerous hazard it would be for kids walking to school, how will you ensure that kids are kept safe walking around constant construction which will take a long time? Ultimately I think the idea is redundant and pointless, how will my child safely come out of our street on Tynan street to cross the road to get to the bike lane? How can you ensure that drivers aren't going to hit children when the come in and out of their driveways?

Anonymous

9/05/2023 05:27 AM

-Houses located close to the cycle ways will be devalued. -children do not know how to share a path walking let alone a cycle way. Children are not taught nowadays to stick to the left. -the raised speed bumps will be a nightmare for trucks. Particularly during kiwifruit season. Nearby homes will feel ground movement -emergency services will take longer to respond to calls outs due to being forced to drive below speed limit at times and raised speed bumps. -money should be spent repairing the current foot paths around te puke. (Pot holes, cracked patches been there for years) -reduced parking, mostly around schools. Forcing parents to park further away from school. - DUMB IDEA

Anonymous

9/05/2023 06:04 AM

There isn't enough people cycling to warrant this amount of money being spent. We need the car parks more than cycle lanes

Anonymous

9/05/2023 06:33 AM

Absolutely not needed in te Puke, so many better things to spend the money on

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Anonymous
9/05/2023 06:52 AM

Cameron Rd is not appropriate for these plans. Already busy with schools, shops, businesses, sports facilities putting a cycle path in will be a disaster for residents and users of Cameron Rd.

Anonymous
9/05/2023 06:54 AM

Dangerous enough with cars parked on berms etc there will be less parking and the side street where I live will become a bloody car park and block traffic flow

Anonymous
9/05/2023 06:56 AM

Just widen and fix our foot paths

Anonymous
9/05/2023 07:34 AM

This idea is stupid

Anonymous
9/05/2023 08:05 AM

I am concerned about pick up and drop off of students at the local schools, and sport facilities also no road parking and the chaos at kiwifruit harvesting time. Don't think there are enough cyclists to warrant the changes.

Anonymous
9/05/2023 08:11 AM

There are very little cyclists! The negative impact of installing this bike track on the greater population is not ok! I'm a parent, I am responsible for the safety of my children. Picture a rainy day when NOONE cycles or walks how do we get even close to a school in a car then. Regarding question 7 below - because you have money doesn't mean it should be spent! Or redirect it to some the committee ACTUALLY wants. Disregard my answer to question 7 - there was no answer that suited my view.

Anonymous
9/05/2023 09:49 AM

Absolutely stupid

Anonymous
9/05/2023 12:02 PM

Would appreciate the council spending rate payers dollars on repairing the currently pathways around the town.

Anonymous
9/05/2023 01:07 PM

Cycle ways do not ever get used enough to warrant the disruption they cause to everyone in the town. Big mistake!!

kylea.grayling
9/05/2023 01:30 PM

As the population increases with the new infill building rules, the number of cars will increase, and the roads will be busier. If you remove the parking where will people park

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kylea.grayling
9/05/2023 01:40 PM

Parking at Litt Park is problematic when there are soccer games/athletics club days, theatre shows. We have 100 people regularly at the theatre.

kylea.grayling
9/05/2023 01:47 PM

Three lines is not enough space for me to say what I think about it - one word though - Ridiculous!

Anonymous
9/05/2023 01:49 PM

the road is not wide enough anywhere to support a cycleway in Te Puke

kylea.grayling
9/05/2023 01:51 PM

Link the cycleway to existing cycleways. Raised pedestrian crossings are a good idea.

kylea.grayling
9/05/2023 02:14 PM

Make westside pedestrian path a shared way for cycle/Ped to retain car/truck width of existing road. It's too narrow now between intermediate and highschool.

kylea.grayling
9/05/2023 02:20 PM

It isn't needed and will cause more trouble than it's worth. HEALTH & SAFETY.

Anonymous
9/05/2023 04:03 PM

Please don't do it

Anonymous
9/05/2023 04:21 PM

Very few people cycle during peak times. Parking is more of a priority at peak times, for drop off and pick up at the local schools.

Anonymous
9/05/2023 05:33 PM

No need to spend money on cycle way. Cyclists are safe to ride on our roads as is. Spend money on a few signs to watch out for cyclists. Having a cycleway will disrupt families who need car parks, and rubbish collection will mean they'll have to put it on the opposite side of the road.

Anonymous
9/05/2023 05:41 PM

There has been zero commonsense applied to the cycle plan. It feels like the planners don't understsnd Tepukes needs.

Anonymous
9/05/2023 06:36 PM

Ridiculous idea that is going to mean young children will get wet walking to school in the rain because of lack of parking. Also where on earth are our kiwifruit workers who board/rent in boucher Ave and

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Cameron Rd supposed to park.?This will not increase cycle use instead it will just inconvenience a lot of people needlessly. It's as stupid an idea as the single lane in the main st.

Anonymous

9/05/2023 07:15 PM

I live on Boucher avenue and there are a significant amount of cars and trucks that use this road. To narrow areas of the road network to accomodate a cycle lane that wont be used to its full potential doesn't seem well thought through. I see kids going to school who either walk or scooter on the current footpaths, the odd one has a bike. With the amount of this traffic on this road it seems a lot safer for them to walk/ride on the exisiting footpath which provides some sort of barrier from the traffic. I would support widening footpaths to accomodate the kids who bike, but I do not support narrowing the road, or having a cycle lane on the road to do this. You are disadvantaging one large area to support a minor one. The main demographic we are looking at here is kids, I'm not a parent but I certainly wouldn't want my kid cycling in a lane. I work in the kiwifruit industry and know how many backpackers and seasonal workers we have located in Te Puke, which are amazing people, but I've seen first hand their lack of confidence in driving on NZ roads. I wouldn't be making that harder by adding a cycle lane to the mix.

Anonymous

9/05/2023 07:41 PM

I think the idea is crazy. Where was the Te Puke-based market research that showed this was a priority for the town? This is a poor use of tax-payer money.

Anonymous

9/05/2023 08:15 PM

This will not solve any problems, however create more as it will make Road ways narrower and take up limited valuable parking spaces. Our whanau in our community dont have the funds to purchase bikes/ scooters/ e bikes therefore it will be under utilised and be much like the town centre changed to 1 lane and be a big nightmare for traffic

Anonymous

9/05/2023 08:15 PM

Will cut down on parking in the street. Will not allow cars to pass. Dangerous to narrow the road with trucks using the area

Anonymous

9/05/2023 08:17 PM

I find it interesting that people that don't live on the streets get an opinion, not paying rates etc It's hard enough now to back out of driveways

Anonymous

9/05/2023 08:19 PM

This roads are struggling with the local traffic and parking as it is!

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Anonymous

9/05/2023 08:27 PM

We need a cycleway and we need parking, but we cannot have a cycleway while completely removing parking. The district plan has changed to building 3 houses on a single property to increase density. Where will these people park? Because in most cases when I used to live in Auckland in areas like this people have to park on the street. The cycleway can be a widened footpath with an area painted a different colour and make it on both sides of the road. The left hand side for going up Boucher ave and the right hand side for going down. This works well overseas in Germany and Austria. There aren't thousands of people walking and cycling everyday so it will be a good option while still saving the parking.

Anonymous

9/05/2023 08:34 PM

its an unnecessary waste of money. The new Tauranga cycle way along Cameron Road us an accident waiting to happen. Leave our roads alone and put the money into kids sport instead. Your surevy and poll are rigged and not a true reflection of what the residents want A mailbox drop with a postal survey would have been more appropriate as many of the residents on both roads are elderly. Again waste of money, put it into making jubilee park bigger and better and get on with a swimming complex.

Anonymous

9/05/2023 08:34 PM

The concern is the parking. We have quite a few people living at our residence and we do require on street parking. I feel like it could be done better, as well as retaining parking.

Anonymous

9/05/2023 08:52 PM

I walk around these street 2-3 times a day and barely see any cyclists. A cycle path is not needed. How are the rubbish trucks meant to pick up rubbish? They will just use the cycle path. The raised crossings will be a hazard to drivers. Trying to go over a hump and accelerate to cross a road will be hazardous. Where are all the parents supposed to park who pick their kids up from the 3 schools? They will just park on the cycleway.

Anonymous

9/05/2023 08:57 PM

If the proposed cycleways go ahead be prepared for more vehicles to park illegally whilst they drop children off from school. Creating parking on clydesburn is a major no from me, lots of children walk down clydesburn on the footpaths to and from the schools. Won't take long for someone to get hit, injured or killed by some vehicle. Totally stupid proposal and waste of our ratepayers dollars

Anonymous

9/05/2023 09:14 PM

I believe its a good idea however I feel it will make these roads more dangerous rather than safer.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous
9/05/2023 09:26 PM

If you put this cycle way in it will make the street alot hard for myself and my husband to go for a walk

Anonymous
9/05/2023 10:05 PM

Consult with the residents that live along these streets you are planning to change.

Anonymous
9/06/2023 04:37 AM

Cameron Road & Boucher Avenue are the 2 major internal roads in Te Puke. Already heavily trafficked and both are bus routes. Boucher Ave has all the heavy trucks in the kiwifruit season. Neither of these roads are suitable for bike lanes/cycleways. Also rubbish day collections will now have rubbish trucks in cycleways so the arm can still reach the bins.

Anonymous
9/06/2023 07:02 AM

Do not build the cycleway

Anonymous
9/06/2023 07:32 AM

This is a waste of time and money that could be better spent elsewhere in our community.

Anonymous
9/06/2023 08:54 AM

This is a small cycle way and would only affect the people living within the cycle way...this proposal needs to go on all roads to make any difference as it would still be unsafe to cycle from outside that zone hence would not have the desired outcome of reducing traffic or keeping kids safe.

Anonymous
9/06/2023 09:23 AM

As a homeowner on Cameron Road, I was disappointed that we had not been surveyed regarding this proposal, and that the only community meeting held was during working hours when I was unable to attend. We all want the children going to school to be safe, but I don't agree with the suggested cycleways. I believe the biggest issue with all options for Cameron Road and Boucher Avenue cycleways is the removal of so much parking. There is a need for better and more parking for the schools, not less. The streets are always full of vehicles not just on school days, but for events for the 4 schools, especially the Guy Fawkes gala, sports at Fairhaven Park, Litt Park, the netball courts, and the Repertory theatre. Most people drive a vehicle to get anywhere, as residents we should be able to have areas for our visitors to park and with the changes to the building bylaws allowing up to 3 houses on some sections, there will be less off street parking and a need for more on street parking. Would it not be easier and cheaper for our community to just widen the paths we already have. Tauranga City Council have spent a lot of money on cycleways in Tauranga and Mount Maunganui that are

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hardly used, and many people think they more unsafe with people crossing the cycleway to get into homes and business. If this cycleway was to go ahead, where would our rubbish bins go for collection? As you will be aware we are not able to take them to the other side of the road as one side of Cameron Road has Thursday collection and the other Fridays. I strongly object to these options for the cycleways.

Anonymous

9/06/2023 12:18 PM

The current proposal will not solve identified problems. Direct communication with residents will accurately target current perceived problems and aid future planning

Anonymous

9/06/2023 12:55 PM

I think both options are unsafe. One look at the community pages and you will see no one wants the cycle lanes.

Anonymous

9/06/2023 01:17 PM

A larger number of traffic is impacting the use of the roads and having a narrow road will make the traffic more congested and the parking will be unavailable making the road more unsafe for all vehicles.

Anonymous

9/06/2023 02:15 PM

Better crossings for kids but please don't waste money on cycle ways that will only make the roads more constricted and less safe

Anonymous

9/06/2023 02:31 PM

Doing this will cause more accidents. Cameron road near the school is already narrow... think of all the trucks during kiwifruit season!! Stupid idea.

Anonymous

9/06/2023 02:34 PM

This is just a crazy idea, will remove parking and just create an even worse hazard to what we already have on Cameron Rd and Boucher Ave. Leave our roads as they are as people don't bike on them anyway.

Anonymous

9/06/2023 02:38 PM

No to having a cycleway on Boucher Ave & Cameron Rd. There are no facts or data that shows a cycleway on these two main connecting roads of Te Puke is required. There a number of schools and childcare centres on Cameron Rd - what happens to off-street parking on this road and Boucher Ave. Most people have at least 2 cars per dwelling, if they have more than offstreet parking is required. Just leave these roads as they are. NO to having a cycleway on Boucher Ave & Cameron Rd and NO to raised crossings. Your advertising on this campaign is a shocker and misleading! All your communication is that a cycleway is on its way - and you want public

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to vote on the design. Not that a proposed cycleway is being talked about and you want public input. No its cycleway is on its way - here are the two first sentences on your survey - A new cycleway is coming but first we need your help on the design. Te Puke is a growing town with a bright future but with growth comes the need for smarter solutions. That's where our new cycleway comes into play! So people that may have thought they would vote on a new cycleway or not - have read it and thought it is a done deal so what is the point wasting time completing a survey. There is also NO where on this survey saying for or against a cycleway - it is about the design. So where has the consultation been to the public around the 'proposed' cycleway. There was a meeting held at the Intermediate - where was this advertised? You have to remember that not everyone in Te Puke is online or uses social media. NO TO A CYCLEWAY ALONG BOUCHER AVE & CAMERON RD TE PUKE

Anonymous

9/06/2023 02:42 PM

even though you have funding it will never be enough as you will need to dig up all the pot holed roads, re do the kerbing and reseal and not leave enough side parking on the roads for residents. But when we had a say on no Maori seats you still overturned out decision so I guess you will not care anyway.

Anonymous

9/06/2023 02:50 PM

I think the cycle way isn't a good idea so much things money could be spent on else where also dangerous with the amount of speeding vehicles on the roads and we already have a shortage on car parks now a cycle way is going in ... I won't be letting my kids ride the cycle way if it's built te puke has so many dangerous drivers around

Anonymous

9/06/2023 02:53 PM

No to having a cycleway on Boucher Ave & Cameron Rd. There are no facts or data that shows a cycleway on these two main connecting roads of Te Puke is required. There a number of schools and childcare centres on Cameron Rd - what happens to off-street parking on this road and Boucher Ave. Most people have at least 2 cars per dwelling, if they have more than offstreet parking is required. Just leave these roads as they are. NO to having a cycleway on Boucher Ave & Cameron Rd and NO to raised crossings. Your advertising on this campaign is a shocker and misleading! All your communication is that a cycleway is on its way - and you want public to vote on the design. Not that a proposed cycleway is being talked about and you want public input. No its cycleway is on its way - here are the two first sentences on your survey - A new cycleway is coming but first we need your help on the design. Te Puke is a growing town with a bright future but with growth comes the need for smarter solutions. That's where our new cycleway comes into play! So people that may have thought they would vote on a new cycleway

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or not - have read it and thought it is a done deal so what is the point wasting time completing a survey. There is also NO where on this survey saying for or against a cycleway - it is about the design. So where has the consultation been to the public around the 'proposed' cycleway. There was a meeting held at the Intermediate - where was this advertised? You have to remember that not everyone in Te Puke is online or uses social media. NO TO A CYCLEWAY ALONG BOUCHER AVE & CAMERON RD TE PUKE QUESTION 7 - You have to tick either or both Cameron Road or Boucher Ave - otherwise you can't submit the 'proposed' cycleway survey. I have clicked both - BUT IT IS A NO TO A CYCLEWAY ALONG BOUCHER AVE & CAMERON RD TE PUKE from me.

Anonymous

9/06/2023 03:08 PM

Kiwifruit trucks go up and down those roads. Any narrowing of them will cause more issues. The vast majority of primary school pupils are picked up and dropped off by vehicle. Space taken for cycleways will cause more congestion.

Anonymous

9/06/2023 03:13 PM

Worst possible roads to try to turn into cycle lanes

Anonymous

9/06/2023 03:20 PM

It is a worry that drivers won't see the cyclists when leaving or entering their property. These proposed cycleways do not help people living elsewhere - eg the new Dunlop Road subdivision - how do those users get safely to the start and from the end of the paths

Anonymous

9/06/2023 03:21 PM

As a resident next to Fairhaven school we are concerned about this proposal for the reasons below: 1. The reason why this proposal is even being considered is bewildering as the very small number of cyclists (school children or otherwise) does not warrant a designated cycleway. Can you please advise what the average number of cyclists there are per day? 2. The raised crossings would hugely impact the residents nearby. As it is, the trucks that go up and down Boucher Avenue, particularly during kiwifruit season rattles our houses let alone going over raised crossings. Why do they need to be raised anyway? 3. Why not just improve the footpaths in the proposed areas- widen them slightly and even them out. They are dangerous now. 4. What would happen on rubbish days? 5. Parking is a huge issue now. You can't seriously be thinking about using Gemming Green or Fenton Terrace as a substitute! What about those poor residence 6. When these ideological ideas are dreamed up, do you actually think of the residence? 7. We fear our roads will be narrowed to the detriment of safety

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Anonymous

9/06/2023 03:57 PM

Don't need a cycle way, it will make our roads too skinny, will take away parking options near Litt park for football. No one really bikes up and down Cameron road, and its a waste if no one uses it

Anonymous

9/06/2023 04:19 PM

The footpaths on Boucher Avenue are never very busy. Our kids walk them to school. They could do with some repairs or widening but this should not be at the cost of the road or parking as these are the real issues on Boucher Avenue.

Anonymous

9/06/2023 04:20 PM

i am sorry if you think i am being negative but there just isnt the volume of cyclists who use Boucher Ave

Anonymous

9/06/2023 04:28 PM

It is a waste of money, removing parks that the community will need and just making our roads more congested for the 3 bikes I have seen on the road lately.

Anonymous

9/06/2023 04:36 PM

Don't waste money on cycleway....give us better parks and nicer sidewalks

Anonymous

9/06/2023 04:46 PM

The road is not wide enough. The raised crossings will be a noise hazard for the residents and I don't believe this is a good idea. Truck and trailers use these roads especially during kiwifruit harvest and this will make the road a nightmare. Don't repeat the travesty thatl was the single lane debacle, please listen to the locals this time. We are still dealing with the traffic on a daily basis from that, we don't need more 'help' from non residents

Anonymous

9/06/2023 04:46 PM

Recent poll done on a Te Puke community page, of 460 participants to date, shows 90% of people do not want this cycleway at all

Anonymous

9/06/2023 04:53 PM

The cycle way is no good for Te Puke, being a rural town. We have limited parking as it is, I live on Raymond Ave although I see lots of kids walking to school, I rarely see any kids or even adults riding bikes or even Cameron road. I have a neighbours that parks his truck and trailer over night out front of my house, which he spoke to me about and again no drama, that's what you do you help your neighbours out. I've seen many cars parked on Raymond Ave for use of donavan park field, frisbee training, dog comps, even other sports training. Where are they going to park? Units across from see sometimes 8 cars half of them park on the road sometimes the berm but always leave the footpath free. Nothing has been mentioned

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about rubbish bins? Do the trucks use the cycleway? I know of an elderly lady from (dementia support group) that gets her neighbour to put the bin out but she'll get it in when empty, does she know have to cross the road? I've had issues with my bin not being emptied because where I live the footpath is next to road, so I've always put the bin on the grass to leave the foot path free for people to walk on instead wet grass or even the road. It's already a hassle now on rubbish days, cars driving into my lane to get around the rubbish truck and now you want to narrow it some more? I have trouble finding parking at the schools now, even with a disability card, so taking away the limited car parks we already have will be a nightmare. I've seen at the primary school the most I've seen last week 10 bikes/scooters. I can see there being more accidents especially when kiwifruit season fully is kicked in.

Anonymous

9/06/2023 05:16 PM

Road is too narrow now and not enough parking on sides of the road.

Anonymous

9/06/2023 05:37 PM

We don't want a cycle way.

Anonymous

9/06/2023 05:41 PM

I think it is better to join other cycle ways to te puke. Eg. To papamoa and others. Expressways. So riding for enjoyment or going to work.

Anonymous

9/06/2023 05:51 PM

Use Rate payers money more wisely. Have you actually done a survey on how many bicycles actually use these roads now.

Anonymous

9/06/2023 05:55 PM

As above comments.

Anonymous

9/06/2023 06:25 PM

It is not required and will.create new problems.

Anonymous

9/06/2023 06:32 PM

My concern is having to navigate a footpath (which is already hard to see pulling out of our driveway), two way cycle lane and then merge into traffic, also how is bin collection going to work and loosing all visitor parking outside your own house. Or if it's on the opposite side having random people parking outside your house constantly cause there is no parking especially on the other side/their side of the road. The amount of people I see around Te Puke on bicycles is minimum I see slot more just walking, I feel it would be a lot smarter, financially and less hassle to just fix and widen the foot paths we have now with a cycle side and pedestrian side.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

9/06/2023 06:33 PM

I Feel that both options will have a negative effect on our community causing frustration stress & anxiety due to Less parking for the residents of the streets involved especially tenanted properties Boucher Ave services Number 2 Rd so there is a big usage of Heavy vehicles , to narrow the road to me is a major safety concern , there is less room to take evasive action if required , again more stress frustration and anxiety for drivers , especially during Kiwifruit Harvest. Fully against both these plans , there is just not enough room.

Anonymous

9/06/2023 06:36 PM

Leave it alone.. it's been working fine.. all you will do is create mayhem ... and waste money.. spend it on fixing the rural roads

Anonymous

9/06/2023 06:40 PM

The proposed plans are a waste of ratepayers money. This is ridiculous. The council should be ashamed. Graeme Weld would never have stood for such nonsense.

Anonymous

9/06/2023 06:48 PM

This project is not essential. Use the money to fill the potholes. Ridiculous proposal. This will not make the area safer. Putting in raised pedestrian crossing are not safe either. Waste of money.

Anonymous

9/06/2023 06:54 PM

We don't need a cycle way. There are more roading improvements that need attention first. I.e. Roding surfaces. I'm a local police officer in road policing and parking around schools is a bigger safety issue. Majority of children walk/catch bus/dropped off by family on way to work or picked up after school for activities. The percentage that cycle would be minimal. And I can foresee motorist parking illegally on these proposed cycle lanes to still drop off/pick up children creating a larger problem.

Anonymous

9/06/2023 07:20 PM

For the benefit it will add of safe cycling (unsure it is justified) it is not enough for the inconvenience, cost and disruption. Especially as most people don't want it.

Anonymous

9/06/2023 07:33 PM

We have limited parking around schools as it is and this will make it worse

Anonymous

9/06/2023 07:36 PM

Why as residents of boucher ave were we not consented about this before it got go ahead ? Dangerous as stupidity if some kid gets hit by a truck there's no coming back make the foot paths bigger and let them ride on there not on the road ,

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Anonymous

9/06/2023 07:36 PM

Not a good idea! Foot paths are safer. Why not build one for adults to go to Papamoa it's dangerous on the main road!

Anonymous

9/06/2023 07:39 PM

As above in question 2.

Anonymous

9/06/2023 07:41 PM

As stated above: We don't want raised crossings on any of the roads as they shake houses, cause a lot of noise, create more traffic and lower property values

Anonymous

9/06/2023 07:41 PM

As above, the only thing that will be increased is frustration levels. There are a lot of orchards and rural properties further up those roads, by narrowing the roads, removing the ability for residential on street parking, the road will be significantly less safe for ALL users. Vehicles and pedestrian.

Anonymous

9/06/2023 08:00 PM

Dont agree with having this done in Te Puke .

Anonymous

9/06/2023 08:04 PM

The roads need repairing

Anonymous

9/06/2023 08:26 PM

More busses through main streets of te puke

Anonymous

9/06/2023 08:26 PM

Most parents that drop their children off at school will continue to drop their children off at schools(for the multitude of reasons) And they will probably just park on the cycleway to drop them off. Majority of people work out of the area not in Te Puke township, travel in vehicles won't use a cycleway. And there is no way of getting around the mentality of people.

Anonymous

9/06/2023 08:38 PM

Please do not add a cycle path - the roads are too narrow as it is , the roads are not regularly maintained already , children if biking will already do so on the grass verge and footpath offer more than enough space for bikers not to interfere with walking traffic ,those children who want to bike already do so , it will not increase children choosing to bike to school parking at our schools are already terrible without taking away any extra options to park for a handful of children

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Anonymous

9/06/2023 08:41 PM

I believe this is a giant waste of time, money, and resources. It serves no purpose, and the proposals are jumbled mess and looks very dysfunctional. Like why aren't they even in a straight line? Apparently the cycleway will encourage more people onto bikes, but I don't think this cycle way will achieve that at all. The fact is that there is already a cycle way, its called roads. Bikes and cars have shared roads since their conception and this has not changed. There is already a high number of people who bus, walk or scooter along the roads, all of which are affordable options. Purchasing and maintaining a bike is an expensive endeavor, one that not many families can afford. This is especially compounded by kids needing bigger bikes as they grow. As a motorist who travels up and down Cameron Rd and Boucher Ave daily, I can tell you it is busy enough and narrow enough as it is, and the biggest hazard are pedestrians, especially school kids crossing the roads. So one part of the proposed cycleway I agree with is the addition of pedestrian crossings. Have you seen how many cars are outside the intermediate school around 3pm? It's pandemonium, and a cycleway is only going to make it worse. And what about the bus stops? In conclusion, the proposed cycleway is unnecessary as we already have roads cyclistsca use. People cannot afford to purchase bikes to use a cycleway. The roads are busy enough without a cycleway. The proposals look like they were created by someone who has neither been on our streets, nor ever rides a bike! Please, Do not waste our money on this mess.

Anonymous

9/06/2023 09:01 PM

They are ridiculous.

Anonymous

9/06/2023 09:05 PM

I am a resident of Boucher Ave. Having raised crossing is the most stupidest thing ever. The one on Cameron road/boucher Ave is forever getting fixed. Boucher Ave it's self is a judderbar with its shocking repairs. Parking is another issue. We drop our kids off on the way to work. Side streets are already jammed. Taking away the little parking that already exists is nothing but annoying especially if you have to drag out a baby. Not.all kids are responsible to walk alone

Anonymous

9/06/2023 09:17 PM

I cycle everywhere I need to go everyday here in TP. But this proposed route is a bad idea. It's not one I would ever use at all, it's not going to appeal to leisure cyclists as it's not a scenic route or doesn't lead to any place of interest, it's going to interfere with a lot of residential parking (particularly up cameron rd) and it's going to make the rd skinnier, and therefore more dangerous, than it already is. The only cyclists that it really appears to be suitable for are students and most of them would never cycle to school anyway. I do like the idea of a cycle way but a more practical route on roads that actually have

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room for it would be better.

Anonymous

9/06/2023 09:34 PM

Why can't you just widen the existing path and leave the road as is

Anonymous

9/06/2023 09:43 PM

Absolutely a waste of money that could be utilized elsewhere

Anonymous

9/06/2023 09:45 PM

Car street parking will be taken away and what about bin day

Anonymous

9/06/2023 09:48 PM

I don't feel the cycle path is required and the road has heavy use particularly before and after school and many people need to be able to pick up their kids from schools the cycle paths would make this situation once not better! If you want the speed cars travel to slow down put in a speed camera. Put in an additional pedestrian crossing particularly near the intermediate school.

Anonymous

9/06/2023 09:51 PM

You are and will be contesting the currently quiet streets we do not want this here

Anonymous

9/06/2023 10:00 PM

Have you surveyed children at school asking if they'd ride a bike to school if there was a cycle lane? Have you surveyed parents, if they'd allow their children to bike to school if there was a cycle way? I think there's more issues than just road safety stopping children riding to school. And there is too many driveways, with vehicles turning in off a busy road, or reversing out due to lack of turn around space on the property to make a cycleway a safe.

Anonymous

9/06/2023 10:07 PM

You would be better off engaging the community and having their input.

Anonymous

9/06/2023 10:23 PM

Making the roads narrower will make them more dangerous because those drivers who speed will still speed.

Anonymous

9/06/2023 10:25 PM

Guys... Nobody even consulted the residents! Most of us don't want a cycle way. The road is too narrow as it is, it'll end up being more dangerous. They're fine on the sidewalk, always have been. Te Puke isn't massive, we don't need this!

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

9/06/2023 10:55 PM

Waste of time, waste of money. NOBODY I KNOW USES A BIKE.
The rest of the population I see using a bike, are crackheads!

Anonymous

9/06/2023 11:03 PM

Waste of money. Doesn't make cycling safer.

Anonymous

9/06/2023 11:07 PM

Adding a cycle way to Cameron road is a ridiculous idea and if you listened to the residents of Te Puke (myself included) you would see this is not an 'improvement' that is wanted. If this is a case of using money because you need to I suggest asking the community's input for other alternative improvements. Cameron road is not nearly busy enough or used frequently enough by cyclists to warrant a cycle path that would instead inhibit the residents. There is already not enough on street parking for schools and kindergartens and reducing this further will only create more problems. As Cameron road is a straight line I would not consider it dangerous enough to require a cycle path, however adding one in would reduce the lane size for vehicles adding to the potential hazards cars will face. You would do well to consider other options such as addressing the intersection of Cameron road and Pacific Coast Highway.

Anonymous

9/06/2023 11:57 PM

See above statement. This is unsafe. Te Puke has much greater needs elsewhere. Spending this amount of money, time and energy in this economic climate is tone deaf. It is not needed. I support a crossing outside the intermediate but that's it

Anonymous

9/07/2023 12:22 AM

Do not go ahead.

Anonymous

9/07/2023 05:53 AM

Outrageous use of tax payers funds. Te Puke is a country town - how many kids are actually biking to school? Has the council surveyed the schools to get this information? How many people are biking/scootering to the parks on the proposed cycle way?

Anonymous

9/07/2023 06:12 AM

I don't think it's a smart plan at all. For all those parents traveling into tepuke to pickup and drop off their kids there will be no where for them to park as school parking is already a nightmare. Do you have plans to make parent car parks at every school if this goes ahead?

Anonymous

9/07/2023 06:38 AM

This is an insane idea and the money could be used for something else that te puke actually wants and needs. Please DO NOT PROCEED with this cycleway!!!!!!!!!!

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

9/07/2023 07:09 AM

it will not encourage more people to cycle just cause of this new path

Anonymous

9/07/2023 07:35 AM

Will end up being a shambles like the Main Street. This is half baked and presented as a foregone conclusion.

Anonymous

9/07/2023 08:07 AM

We need the road space and parking. There are four schools on this proposed road. We live on Raymond Ave.

Anonymous

9/07/2023 08:56 AM

This is going to be a disaster for parents picking up and dropping off to schools!

Anonymous

9/07/2023 09:20 AM

I'm concerned about losing parking around Fairhaven and Litt Park. It's already so hard to find parking in these places

Anonymous

9/07/2023 10:06 AM

L

Anonymous

9/07/2023 12:34 PM

The roads are too narrow as it is without making them narrower to accommodate a cycle lane. The raised crossings are difficult for trucks and school buses to traverse. And cause damage to cars. Instead of making it safer for cyclists it will make it more hazardous

Anonymous

9/07/2023 12:46 PM

This plan makes no sense and seems to have been created to just spend the money. There is very little cycle traffic now, and doubt such a change would increase cycle use. Kids who walk now, or have to be dropped/bussed to school aren't suddenly going to get on a bike. Residents who commute to Tauranga/Mount, packhouses, work sites and orchards, aren't suddenly going to be jumping on a bike either. Further, a speed bump near Te Puke Intermediate was removed recently as the traffic travelling over it WAS DAMAGING the nearby properties! Now the plan it to put more of them along the route? There are a large number of homes connecting onto these roads, and you have changed the planning rules to allow more houses to be built on the same site, yet you are proposing to make access to said properties difficult and dangerous, and take car parking away? Would we be required to tell family and friends, you can visit, but you have to take a bus or jump on a cycle, cause you cant park on our street. Instead * how about making safety improvements to the Jellicoe and Cameron Rd intersection? * improved road markings at the intersections to the North of Te Puke Primary School, or even adding

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Anonymous

9/07/2023 12:56 PM

Roundabouts onto Cameron Rd/Queen St etc? * how about marking the zones and limiting vehicle access and parking during School drop off hours? Can not see how these works will benefit the community at all, other than be a monument to 'doing something'.

Anonymous

9/07/2023 12:59 PM

The road will become too narrow and cause accidents - there aren't a lot of children who cycle to school so seems a waste of time and money - i drive through this way every school day and i don't see many if any cyclists.

Anonymous

9/07/2023 01:06 PM

I have seen very few children on bikes travelling to school or others riding. I do not support the cycle way complete waste of money

Anonymous

9/07/2023 01:08 PM

Think there are much more important things to spend the money on considering most kids are dropped off by parents on their way to work and in the current economic situation not everybody can afford to buy their children a bike with all the bells and whistles, rates are some of the most expensive in the country already.

Anonymous

9/07/2023 01:14 PM

There is already a footpath, if you are talking about making the areas accessible for all I would say it already is with a nice footpath, especially if the purpose is for small children to be riding the school they shouldn't be riding on these roads anyway with all the big trucks on these roads

Anonymous

9/07/2023 01:16 PM

key points are no parking on either side of the rd on boucher Ave and Cameron rd except outside Fairhaven school, they will not be using any of the grass berm it will be solely on the existing rd except on some shared footpath areas(very few) so the rd will be narrower to accommodate this, so all parking will b down side streets or on the grass/footpath.

Anonymous

9/07/2023 01:27 PM

Please don't waste our money on this. There's better things that it could go towards. Like a round about outside the z and BP station, more dog pound people picking up roaming dogs

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

9/07/2023 01:35 PM

I wouldn't create raised crossings in Boucher ave, due to truck use. Please don't take away off street parking, many rely on it. Why is there a need for 4 crossings between queen st courts to tūi street? It's overkill. It's great to have crossings on the actually cycle way but what about those that live on the other side of the cycle way and have to cross the Main Street anyway to get to it? Instead of all the crossings connecting how about Put some crossings across the main roads so our children can gain access it to start with when they leave home to go to school and back. small tiny roads like Herbert are easy for my son to cross, but not the main roads! That's where they need help. Also look at clydesburns location for crossing ir change how it functions. That's confusing enough with cars let alone adding in a crossing as well.

Anonymous

9/07/2023 01:38 PM

both options will remove parking for parents at school pick up and drop off forcing even more cars into small already congested side streets. there is a wide grass berm on cameron rd .why cant this be used

Anonymous

9/07/2023 01:55 PM

I can only speak for Boucher Ave as this is where I live and mainly use this street. The Councils plan for Boucher Ave is very flawed concerning traffic flow, parking, but most of all safety. The Council design will more than likely end up in the deaths of a child, young person or adult. I don't believe that you can have an unprotected cycleway going up a street (hill) where the cyclist going up has oncoming cars, (that still have to negotiate two way traffic on a now narrower road) motorcycles or trucks coming toward them at speed on one side and than cyclists including electric and racing cyclists coming down Boucher Ave at speed because it is downhill, with absolutely no protection on either side for the cyclist going up Boucher Ave in their lane. Any deaths would be on the council.

Anonymous

9/07/2023 02:20 PM

I hope the proposed amendments will have a positive impact during school drop off and pick up hours.

Anonymous

9/07/2023 02:56 PM

I have a primary aged kid, not many kids bike to school, only a handful. Waste of money, waste of time disrupting the road. NO THANKS.

Anonymous

9/07/2023 03:12 PM

As a resident of 36 years I don't feel this cycleway is a priority spend to improve quality of living here in Te Puke for our children. I would much prefer investment in the Te Puke pools, and park upgrades. In terms of safety speed bumps along Boucher before and after

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Fairhaven School is needed. Some pedestrian signage along Hookey Drive by the Clydesburn Ave turn off would be helpful as well, as speed is an issue, when kids are crossing this road to and from school.

Anonymous
9/07/2023 03:30 PM

It should be compulsory for councils to advise/ consult with ALL residents and ratepayers who are affected at an early of the planning when an expensive and radical scheme like this is proposed. This has been presented as a "fait accompli" which is not asking for meaningful feedback. This has all the hallmarks of an arrogant bureaucracy who should be working WITH the community they represent.

Anonymous
9/07/2023 03:32 PM

Very few kids bike to school!!!

Anonymous
9/07/2023 03:54 PM

If you have to put cycle ways in make the footpaths wider dont make the roads narrower or takaway street parking

Anonymous
9/07/2023 04:16 PM

What's the cost benefit of putting in a cycle way in the proposed area? How many children cycle to school compared to those that bus & get dropped off? The parking around those schools is terrible now. Roads are narrow adding a cycle way to the mix seems absurd & a total waste of money.

Anonymous
9/07/2023 04:58 PM

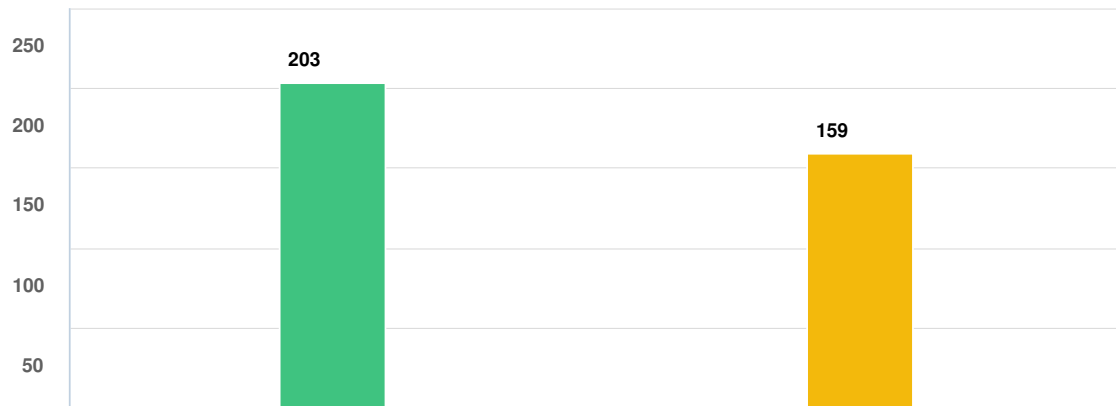
he proposed cycleway needs to consider the parking needs of the residents of Cameron Road and Boucher, has the option of taking grass verges and shifting footpaths even been considered

Optional question (235 response(s), 111 skipped)

Question type: Essay Question

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Q7 | The construction cost may be more than the \$2.4m funding we've received from the Transport Choices package which is part of...



Question options

● Cameron Road ● Boucher Ave

Mandatory Question (346 response(s))
Question type: Checkbox Question

Q8 | We would like you to know more as to why you chose your selection above. Please share your thoughts here.

Anonymous
8/17/2023 10:30 PM

NO CYCLE WAY WASTE OF OUR MONEY

Anonymous
8/18/2023 05:44 AM

I live on Boucher and i cycle

Anonymous
8/18/2023 06:11 AM

I would pick neither but you gave me no option to do so.

Anonymous
8/18/2023 06:48 AM

My daughter is Te primary and my son will be the high school so
Cameron road works better for us

Anonymous
8/18/2023 06:55 AM

Car speeds on Boucher are faster than Cameron and the foot paths
are narrower. This needs more immediate action

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous
8/18/2023 07:18 AM

More schools would have access from cycleway

Anonymous
8/18/2023 07:23 AM

Based on where we live and how it will affect my children

Anonymous
8/18/2023 07:44 AM

So it's not on a road near me and causes issues for me going to work etc. It will not be used children will not ride to school as the ones you are building it for are local and walk anyway

Anonymous
8/18/2023 07:55 AM

I would prefer neither, please read my comment about connecting Te Puke to Papamoa with a shared use pathway.

Anonymous
8/18/2023 08:16 AM

I had to pick 1

Anonymous
8/18/2023 08:53 AM

Cameron Road services more school students

Anonymous
8/18/2023 10:14 AM

Cameron road is very busy now. I would prefer Boucher Ave to be constructed first

Anonymous
8/18/2023 11:04 AM

Is simply in my living area and would effect my 2 children attending te puke primary.

Anonymous
8/18/2023 12:05 PM

Please see my previous comments. This project should not go ahead.

Anonymous
8/18/2023 12:43 PM

There are many more children using Cameron Road due to the 3 schools on it, which would make the spend more worthwhile than on Boucher Avenue.

Anonymous
8/18/2023 02:44 PM

With government recent requirements for developments not requiring off street parking where will cars be able to park near a residential dwelling

Anonymous
8/18/2023 03:53 PM

Honestly, I just picked one or the other. Any improvement is better than no improvement.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/18/2023 03:57 PM

Because there was don't need it as an option

Anonymous

8/18/2023 04:31 PM

I chose the above as there was no place to say I don't want either one as its a waste of taxpayers money. Our rates are high enough without this waste of money for our community

Anonymous

8/18/2023 04:43 PM

Cameron Road has a lot of schools and it is well known that is the case - I feel that Fairhaven is disadvantaged in that aspect. I have used the crossing outside of Fairhaven School many times and unless the school crossing is out there is very little care by traffic passing that area

Anonymous

8/18/2023 04:45 PM

My daughter goes to Fairhaven so will help with getting to and from school

Anonymous

8/18/2023 04:52 PM

Because there are more children that walk/bike/scooter between intermediate and TPI/TPP than there is on Boucher ave.

Anonymous

8/18/2023 05:35 PM

Most of the schools are on that road

Anonymous

8/18/2023 05:50 PM

There's more schools on Cameron road so it would benefit over Boucher ave

Anonymous

8/18/2023 05:53 PM

I only chose that option because I use Boucher ve more than Cameron road and there is no where to say I don' t want either option

Anonymous

8/18/2023 06:05 PM

Boucher ave has the heavy vehicles and is very busy during kiwifruit season. The bottom of Cameron Road could link with town instead as its not far to bike from the intermediate to fairhaven

Anonymous

8/18/2023 06:27 PM

I choose neither of them! No cycle ways at all fix the roads!

Anonymous

8/18/2023 07:40 PM

Services 3 schools

Anonymous

It connects more schools.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

8/18/2023 07:58 PM

Anonymous

8/18/2023 08:02 PM

Cameron road is more busy in my opion, and there are a lot of school busses going from Te Puke Primary-High School-Intermediate etc and pre-school along cameron road makes it busier.

Anonymous

8/18/2023 08:04 PM

Neither to the above. Again a good way to get an answer Save the 2.4 million and put some of it towards a simpler design . I have never had a close call with traffic in the area in 15 years.. It is important to make things safe but neither option will be worth the money or improve saftey much. few more ped. crossings and speed bumps at critical places would be better.

Anonymous

8/18/2023 08:54 PM

Less car parks taken away.

Anonymous

8/18/2023 09:05 PM

Yet again missing the no option! Council needs to be disbanded and all corruption stopped . Council are ruining the country and lives through over spending! With no liabilities. If I ran my business like this I'd be in jail! No more!

Anonymous

8/19/2023 08:37 AM

Cameron road has 3 schools and Litt Park - therefore more people should utilize the ability to bike/ scooter to school/ sports.

Anonymous

8/19/2023 12:39 PM

I have seen on the plan that this option (1) would add a much needed pedestrian crossing outside Te Puke Intermediate. I also feel that it would be of more use as there are 3 schools and 2 kindergartens on Cameron rd instead of just the one on Boucher Ave. I feel the demand for a cycleway is much greater on Cameron rd

Anonymous

8/19/2023 04:14 PM

Boucher Ave round Cameron / McBeth Fairhaven School is too busy . I believe accidents would happen

Anonymous

8/19/2023 04:17 PM

Neither should be built. Just because you received the grant doesn't mean you have to spend it. Once again your survey forced me to fill in an answer.

Anonymous

8/19/2023 04:42 PM

Has the intermediate and the high school, those kuds are more likely to ride independently to school

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Darbs

8/19/2023 04:54 PM

This seems to be the one cars move the fastest along

Anonymous

8/19/2023 04:55 PM

Cameron rd has very little space now going past the netball courts and high school as queen street and beatty ave dont have adequate parking fir the netball, cricket and rugby. Also Te Puke Primary School does not have a big enough area for adults to park and pickup their children safely, they already have the pullin area plus small field car park but yet cars are lined up down the street

Anonymous

8/19/2023 04:57 PM

I don't want either! You are skewing the results by not having a neither option

Anonymous

8/19/2023 05:17 PM

No other option. My option would be NONE

Anonymous

8/19/2023 05:34 PM

Neither this won't affect the climate

Anonymous

8/19/2023 05:53 PM

Well I don't have the choice of none of them so choose the one that affects me the the least. Is their maintenance also going to be provided for out of this fund also or are our rates going to go up again to compensate? I'm not against making safety improvements but I think there is a lot more community involvement needed in the design process from the very start of the process not just this is what you are getting either this or this. Because there are some very clever people in our community and some ideas may arise that had may not even crossed your minds and also won't waste as much money doing redesigns. Don't want it ending up like the balls up the town centre upgrade was.

Anonymous

8/19/2023 06:35 PM

There are 3 schools on Cameron road and traffic speeds along it. Boucher has the same problem so hopefully the whole thing goes ahead.

Anonymous

8/19/2023 07:31 PM

Because there wasn't an option to say neither.

Anonymous

8/19/2023 07:34 PM

Cameron doesn't affect my family as much because we go to Fairhaven school and use boucher Ave every day. We don't want a cycleway on our road

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/19/2023 09:07 PM

There are more schools and daycares on Cameron road. Boucher ave connects directly to a rural 100km road.

Anonymous

8/19/2023 09:22 PM

More schooling is present along Cameron Road. A significant number of students already utilise cycles to get to school, a dedicated cycle way would likely increase this number.

Anonymous

8/20/2023 07:23 AM

More schools will get use

Anonymous

8/20/2023 07:44 AM

3 schools on this road

Anonymous

8/20/2023 08:24 AM

Boucher ave is a main arterial route for heavy traffic, better for cyclists to travel along Cameron where speeds are already slower. Greater school density along Cameron, younger children at Fairhaven and often higher parent vehicle dropoffs as may not be old enough to travel by bike. Boucher is also a steeper street, making it less desirable to bike uphill compared to the slower incline of Cameron.

Anonymous

8/20/2023 10:10 AM

Because there's not a third option! I would choose neither but this "survey" is tailored to make it look like it's what the public want. Very cunning but not surprising.

Anonymous

8/20/2023 10:50 AM

Question 7 is loaded and compulsory whether I agree with these plans or not. This is not an integrous survey. I do not agree with any of this, but because I won't complain without having my say, I will fill this in.

Anonymous

8/20/2023 11:45 AM

Has a survey been done as to how many people actually cycle around Te Puke, especially school children. Because I don't see many at all.

Anonymous

8/20/2023 01:24 PM

Not a benefit at all as far as I can see - waste of time and money. better to spend the funds on more important issues

Anonymous

8/20/2023 08:47 PM

I choose neither, I am not in favour of the cycle lane. I'd rather see purpose built off road tracks like the Te Ara Kahikatea Pathway.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/21/2023 07:20 AM

Cameron Rd has more for traffic and needs the parking more

Anonymous

8/21/2023 07:36 AM

Neither needs to be an option. Biased survey!

Anonymous

8/21/2023 08:19 AM

Less schools on this road so less inconvenience with parking and traffic increasing.

Anonymous

8/21/2023 09:41 AM

More direct road into town

Anonymous

8/21/2023 10:14 AM

More schools on this road

Anonymous

8/21/2023 11:02 AM

There's no option to tick neither.

Anonymous

8/21/2023 01:37 PM

Quieter streets and more schools

Anonymous

8/21/2023 02:53 PM

It's the more direct link for us to the town centre.

Anonymous

8/21/2023 03:17 PM

Cameron Road is busier and has more schools, parks, shops and daycares - the sooner there is a safe cycle option here the better!

Anonymous

8/22/2023 12:31 AM

It links more

Anonymous

8/22/2023 12:45 PM

Cameron road is the more dangerous road of the options

Anonymous

8/22/2023 12:50 PM

Cameron Road has more of a need as it has multiple schools and daycares. It is logical to have Cameron Road done first

Anonymous

8/22/2023 01:40 PM

Boucher is too busy, Cameron rd have more dpace, more practical

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/22/2023 03:46 PM

three schools are on cameron one on boucher.

Anonymous

8/22/2023 06:10 PM

Cameron road is too busy

Anonymous

8/23/2023 07:57 AM

Cameron Rd is a main road servicing 3 x schools. Boucher Ave whilst a main road only services Fairhaven School. I feel Cameron Rd already has a lot of foot traffic and it would improve safety and encourage the community to get on a bike!

Anonymous

8/24/2023 12:05 PM

More schools on Cameron road

Anonymous

8/24/2023 06:04 PM

Simple reason I ride around Te Puke myself and I am in my late 60s and I think Boucher is way more unsafer than Cameron and that is from experience not because I live on Boucher Ave.

Anonymous

8/24/2023 07:20 PM

A difficult choice, Cameron road has 3 schools on it but Boucher Ave has large volumes of heavy traffic which needs to be slowed down making it safer for us all

Anonymous

8/24/2023 08:47 PM

More schools on Cameron road

Anonymous

8/24/2023 08:51 PM

Boucher Ave has more big truck traffic especially in fruit season

Anonymous

8/25/2023 06:01 PM

Dont like either. Its more important we have parking in Te Puke streets. Having this cyclyway does not solve the problem it will be a waste of time. and tax payers money.

Anonymous

8/25/2023 08:02 PM

i live on Boucher, i feel the road is heavily used and would greatly benefit from a safer route for cyclists/pedestrians

Anonymous

8/26/2023 11:06 AM

Neither - spend the money extending Te Puke cycleway to meet Bell Road then the cycleways can be used by family groups and not just school groups for a limited amount each day and only a certain amount of weeks each year

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/26/2023 04:51 PM

Boucher Ave has more heavy traffic than Cameron Road especially during the Kiwifruit season. This road is main throughfare to orchards up No 2 Road.

Anonymous

8/26/2023 06:37 PM

Cameron Road has less heavy traffic and has more area that could be used as a cycle way. There is a walkway from Fenton Green through to Fairhaven so cyclists from Cameron Road could access the school that way.

Anonymous

8/26/2023 07:17 PM

Question 7 is unfair. I don't want to see either option built, because it is an unnecessary waste of money. These children all live close enough to walk to school, and no matter how much the population grows, this will always be the case. It would be sensible to put a pedestrian crossing across Oxford St at Cannell Drive, and another from Ōtawa St to GlennTerrace to thus allow pedestrians safer access to/ from Cameron Rd. The suggested cycle way will just make life more difficult for people who live here, and this is totally unfair. I'd suggest the money could be spent elsewhere in far better ways, so just give it back to Waka Kotahi, or spend it on the No. 1 Rd repairs.

Anonymous

8/28/2023 10:03 AM

This would impact us the least amount.

Anonymous

8/28/2023 02:16 PM

I live on Cameron Road

Anonymous

8/28/2023 03:49 PM

Runs past more schools and closer to my home as well as running close by with netball cricket and football clubs

Anonymous

8/28/2023 05:00 PM

Boucher is more of a main road linking to No 2 road

Anonymous

8/28/2023 09:16 PM

more schools on this road plus less trucks. Although would be nice to slow down trucks on Boucher Ave

Anonymous

8/29/2023 11:46 AM

I don't support either but you made me choose. Again, you can't take away people and their visitors rights to park outside their house. Use the money to upgrade Dunlop Road for the increased traffic that will now be in the area due to the housing development that's been put there.

 Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/30/2023 09:00 PM

Only chose as there is no option to choose neither!

Anonymous

8/30/2023 09:18 PM

Closer to more schools

Anonymous

8/30/2023 09:30 PM

A wider road with more space as Cameron has many cars parked on both sides of the road all the way down - also Saturdays where the entrance to Litt Park is for sport as well as the entrance to Fairhaven Park.

Anonymous

8/31/2023 07:33 AM

3 schools on Cameron road compared to 1 on Boucher Ave. simple maths

Anonymous

8/31/2023 01:37 PM

I had to pick one and didn't have a choice

Anonymous

8/31/2023 03:58 PM

It would be easier to link up with the Te Ara Kahikatea Pathway

Anonymous

8/31/2023 04:01 PM

This is the lesser of 2 evils

Anonymous

9/01/2023 03:22 PM

If choosing the Boucher Ave route means that there won't be a raised crossing on Raymond Ave, then this option suits us best.

Anonymous

9/03/2023 11:14 AM

Again the 3rd option of neither is not available

Anonymous

9/03/2023 12:26 PM

More schools

Anonymous

9/04/2023 09:32 AM

My children go to fairhaven school and it is to disruptive, my family and friends own property on Boucher ave and it's wrong not to be able to park outside your property

Anonymous

9/04/2023 09:45 AM

cameron rd has far less traffic so would be a much safer option for a cycle track

Anonymous

I think the negative impacts of the cycle way will outweigh the

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

9/04/2023 11:45 AM

positives, given the small percentage of people who would utilise it.

Anonymous

9/04/2023 05:11 PM

I do not approve of this project for the reasons stated above, but Boucher Ave would adversely affect fewer residents, visitors, sports players, athletes and theatre patrons.

Anonymous

9/04/2023 09:10 PM

I wouldn't choose any. I think the cycle way is a dangerous idea. Just go to TPI just before school finishes you cant even get to cars through with the buses. Have you actually done a study on how many people will use this? I suspect not. I wouldnt let my child ride on any road in tepuke the drivers are mad people cycle way or not. Why cant you use the money for something that is actually beneficial instead of following woke political ideals that make no sense dont benefit the community and just waste money?

Anonymous

9/04/2023 10:14 PM

There are more schools on Cameron Rd

Anonymous

9/04/2023 10:15 PM

If I could of had a choice I would say neither and that the money is best spent somewhere else. There are more important things that this money could go towards like teaching more road safety in schools, teaching kids to look out for themselves.

Anonymous

9/04/2023 10:35 PM

More convenient if we ever chose to use it

Anonymous

9/04/2023 10:55 PM

Because you only have the 2 options and survey wouldn't move on without an answer. Should have offered the choice of do not want!

Anonymous

9/04/2023 11:18 PM

Boucher Ave seems to have more heavy vehicles on it

Anonymous

9/04/2023 11:20 PM

my survey cannot be submitted without selected something.

Anonymous

9/05/2023 12:23 AM

Stupid idea anyway.my kids attend schools at Cameron road and we don't need changes there.

Anonymous

9/05/2023 12:26 AM

I don't want chances to cameron road

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous
9/05/2023 05:01 AM

I don't live on Boucher Ave so it won't affect me as much

Anonymous
9/05/2023 05:27 AM

Only ticked because no other option to proceed.

Anonymous
9/05/2023 06:04 AM

Only chose this as I had to choose 1. I prefer NEITHER

Anonymous
9/05/2023 06:33 AM

Again, a fault in the survey as i would select neither

Anonymous
9/05/2023 06:52 AM

Don't support either but a cycle path on Cameron Rd will be a disaster with congestion.

Anonymous
9/05/2023 06:54 AM

It's not going to effect my street and most of the schools are on Cameron road

Anonymous
9/05/2023 06:56 AM

Neither of the proposed plans are wanted. Listen to those of us that live on the streets affected

Anonymous
9/05/2023 07:34 AM

There was no option to click neither this idea is stupid

Anonymous
9/05/2023 08:11 AM

Disregard my answer to question 7 - there was no option that suited my view.

Anonymous
9/05/2023 09:49 AM

I'd choose none

Anonymous
9/05/2023 01:07 PM

Neither applies, but I had to tick something we do not want cycle ways.

kylea.grayling
9/05/2023 01:30 PM

If the money is from the Climate Emergency Response Fund, I would rather that it goes to people affected by Cyclone Gabrielle.

kylea.grayling
9/05/2023 01:40 PM

More schools and venues on Cameron Road.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

kylea.grayling
9/05/2023 01:43 PM

Boucher is busiest street in village. Take Fairview kids down
Camerson as first option.

kylea.grayling
9/05/2023 01:47 PM

I don't choose any - absolutely ridiculous idea - How many ids ride to
school? Not enough for this to go ahead.

Anonymous
9/05/2023 01:49 PM

i am against this cycleway all together.

kylea.grayling
9/05/2023 01:51 PM

I don't support either option.

kylea.grayling
9/05/2023 01:54 PM

Lack of parking outside our property - decreasing the value. Cyclists
are very rare; I don't see this would add any benefit up this road at all.

kylea.grayling
9/05/2023 02:14 PM

To retain the existing carriageway for cards/trucks/buses.

kylea.grayling
9/05/2023 02:20 PM

Leave Cameron Road alone.

Anonymous
9/05/2023 04:21 PM

I don't feel either option is a good one. Both roads are major
throughfares. The creation of speed humps will have a detrimental
impact on the surrounding dwellings, due to the unstable nature of the
TePuke ground structure.

Anonymous
9/05/2023 05:33 PM

I'd prefer neither.

Anonymous
9/05/2023 06:27 PM

Neither option are a constructive way to ensure safety on the roads or
for cyclists

Anonymous
9/05/2023 06:36 PM

It wouldn't let me leave it blank so i chose the top one. There should
be a "neither" option as it's a complete waste of money and council
should be concentrating on services actually needed and wanted.

Anonymous
9/05/2023 07:15 PM

The disruption of construction works to Boucher Avenue.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

9/05/2023 07:41 PM

It's furthest away from me. Haha. But Cameron Road has Te Puke High School and removing car parks seems odd.

Anonymous

9/05/2023 08:27 PM

Because I live on Boucher ave

Anonymous

9/05/2023 08:30 PM

I do not agree on the cycle way , there will be no street parking for pick up and drop off at the schools this will congest all the side streets with extra cars , people won't be able to park their cars outside their homes and have to park their cars in another street where it could get broken into , kiwifruit season with all the extra cars and trucks going up and down the road to the kiwi fruit orchards , there are other roadworks things that could be done to improve safety other than a cycle lane that won't even be used , like you could improve the Main Street trading , put the 2 lanes back in , all the potholes could be repaired ,

Anonymous

9/05/2023 08:34 PM

I don't choose any. Your survey made me choose one as there is no option not to like any. Survey is flawed. I'm not in favor of the cycle way.

Anonymous

9/05/2023 08:34 PM

I'm against either

Anonymous

9/05/2023 08:52 PM

I live on Cameron and don't want it on my street.

Anonymous

9/05/2023 08:57 PM

I don't want either option to go ahead. Why is this not an option to your question above?

Anonymous

9/05/2023 09:14 PM

Cameron Road already has a high chance of accidents happening due to speeding traffic, heavy use around school start/end times (having TPPS,TPHS and TPI on route), and simply a road that is not wide enough to comfortably pass a car on.

Anonymous

9/05/2023 09:26 PM

No

Anonymous

9/05/2023 10:05 PM

TPHS isn't on Boucher Ave.

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

9/06/2023 04:37 AM

There is no option for NONE OF THESE and there should be.

Anonymous

9/06/2023 07:02 AM

There was no option for neither, why?

Anonymous

9/06/2023 07:32 AM

I wasn't able to leave it blank. The cycle way is not a good idea.

Anonymous

9/06/2023 09:23 AM

I would prefer you don't build either of these options as they are, but Cameron Road feeding 3 schools is more logical than Boucher, especially as that feeds a rural road with many orchards that raised pedestrian crossings will effect. Would it not be easier and cheaper for our community to just widen the paths we already have and encroach on width of road as little as possible.

Anonymous

9/06/2023 11:46 AM

Cameron road - there are 3 schoods on this stretch of cameron road - two are children at intermedaite and high school age. There is also about 4 preschool/day cares as well. I cannot see in the documents the suggestion that Gemming green would have a car park constucted in it. Please could it be constructed under the powerline end of the park as children often use the park for flying kites as well - there are now families living around the Gemming Green with young children and grandchildren that use the park regularly. it would be great to maintain as much of the playa rea as possible. Fentopn terrace has up to 10 cares - dropping off children to use the walkway to Farihaven school about 9 am & 3 pm. The walk way between fenton terrace and bocuher ave has a very high use of padesterians across the life span Boucher Ave is extremely busy with trucks and commercial vehicles who service the kiwifruit and farming industires up no 2 road and down number 1 raod.

Anonymous

9/06/2023 12:18 PM

Less damage to current parking and traffic amenities. Better communication and research from directly affected residents is required to remediate the current proposal

Anonymous

9/06/2023 01:17 PM

Cameron road is too busy with vehicles to accommodate the new cycle way.

Anonymous

9/06/2023 02:31 PM

Id rather neither!

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Anonymous

9/06/2023 02:34 PM

I don't support either option, but you don't have an option for this....

Anonymous

9/06/2023 02:34 PM

I chose one at random, I do not support this bike path

Anonymous

9/06/2023 02:38 PM

No to having a cycleway on Boucher Ave & Cameron Rd. There are no facts or data that shows a cycleway on these two main connecting roads of Te Puke is required. There a number of schools and childcare centres on Cameron Rd - what happens to off-street parking on this road and Boucher Ave. Most people have at least 2 cars per dwelling, if they have more than offstreet parking is required. Just leave these roads as they are. NO to having a cycleway on Boucher Ave & Cameron Rd and NO to raised crossings. Your advertising on this campaign is a shocker and misleading! All your communication is that a cycleway is on its way - and you want public to vote on the design. Not that a proposed cycleway is being talked about and you want public input. No its cycleway is on its way - here are the two first sentences on your survey - A new cycleway is coming but first we need your help on the design. Te Puke is a growing town with a bright future but with growth comes the need for smarter solutions. That's where our new cycleway comes into play! So people that may have thought they would vote on a new cycleway or not - have read it and thought it is a done deal so what is the point wasting time completing a survey. There is also NO where on this survey saying for or against a cycleway - it is about the design. So where has the consultation been to the public around the 'proposed' cycleway. There was a meeting held at the Intermediate - where was this advertised? You have to remember that not everyone in Te Puke is online or uses social media. NO TO A CYCLEWAY ALONG BOUCHER AVE & CAMERON RD TE PUKE QUESTION 7 - You have to tick either or both Cameron Road or Boucher Ave - otherwise you can't submit the 'proposed' cycleway survey. I have clicked both - BUT IT IS A NO TO A CYCLEWAY ALONG BOUCHER AVE & CAMERON RD TE PUKE from me.

Anonymous

9/06/2023 02:42 PM

too many cars parked on Cameron road due to housing

Anonymous

9/06/2023 02:50 PM

I would have chose neither but had to fill it out

Anonymous

9/06/2023 02:53 PM

No to having a cycleway on Boucher Ave & Cameron Rd. There are no facts or data that shows a cycleway on these two main connecting roads of Te Puke is required. There a number of schools

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Anonymous

9/06/2023 03:08 PM

Totally oppose any cycleway so this question requiring an answer is misleading

Anonymous

9/06/2023 03:13 PM

Because I couldn't select neither, put the money into extending the cemetery walk/cycleway to Papamoa

Anonymous

9/06/2023 03:15 PM

I don't like either one. We don't need a cycleway.

Anonymous

9/06/2023 03:20 PM

Neither roads are wide enough or suitable for cycle lanes. It is important to have footpaths on all streets including Number 1 Road. I am not sure there are many families in Te Puke that can afford to all have bicycles

Anonymous

9/06/2023 03:21 PM

Purely because we live in Boucher Avenue and we don't want it here

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Anonymous
9/06/2023 03:49 PM

Cameron Rd because it has more schools along its route and i guess they will be the main users along with families

Anonymous
9/06/2023 03:57 PM

I don't support the cycle way, but you do not display an option

Anonymous
9/06/2023 04:03 PM

Neither both roads carry to much traffic.

Anonymous
9/06/2023 04:19 PM

It forces me to choose one when both options are a terrible waste of money.

Anonymous
9/06/2023 04:20 PM

because there is far too much vehicle traffic including heavy trucks and often their trailers , the speed of the cars is a huge concern as well , you could almost set up speed cameras , but thats another matter

Anonymous
9/06/2023 04:28 PM

Don't want a cycleway on my road at all to make driving more dangerous.

Anonymous
9/06/2023 04:36 PM

Don't think cycleway is worth it.

Anonymous
9/06/2023 04:46 PM

Less traffic on Cameron road

Anonymous
9/06/2023 04:46 PM

I didn't chose any of the above, but it seems I have to chose 1 to complete this survey. How very undemocratic!

Anonymous
9/06/2023 04:53 PM

Neither, but there is no option for neither so I chose Boucher as it's furthest away from me

Anonymous
9/06/2023 05:16 PM

Neither selection.

Anonymous
9/06/2023 05:37 PM

We don't want a cycle way. You waste money on a 'dog park' now this!! What a joke. This survey is set up for a YES vote. Woke politics at its best

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

9/06/2023 05:41 PM

I wouldn't like either because of the traffic. Trucks. Cars. People coming out of driveways. The trucks on bumper hats will be so loud and vibration la to the local house will be bad. and other children from other school don't show any respect to others or smaller children as it is with walking. So there will be problems riding.

Anonymous

9/06/2023 05:51 PM

Boucher Ave needs lots of fixing up, so why not spend the money on this road. There was a death on the corner by Fairhaven School, but nothing had been done to the road. Lower the speed limit by the school. Checkout speed limits in Australia around school hours, some are 20 km.

Anonymous

9/06/2023 05:55 PM

Because Cameron road does not have the trucks and traffic we have on Boucher Ave.

Anonymous

9/06/2023 05:55 PM

The climate emergency narrative is a lie.

Anonymous

9/06/2023 06:22 PM

Rediculously stupid proposal!!! Traffic around school pickup times is already damn near gridlock and parking is horrendous as it is! Waste of money putting in bike lanes in such a small town leave them for the city's!!! More people get hit as pedestrians than as bike riders! Who ever proposed it do they even know the area atleast

Anonymous

9/06/2023 06:25 PM

Neither but you don't have an option for that or to not select either

Anonymous

9/06/2023 06:33 PM

Again a "Loaded" Option I Rarely see children biking to school , has anyone gone to the schools and counted the bikes in the racks ? I choose Cameron road only because it services 3 schools and less heavy traffic to get to Number 2 Road. I am totally against both options

Anonymous

9/06/2023 06:36 PM

Again there is no box to say leave as is... this is set to loose.. leave it as is

Anonymous

9/06/2023 06:40 PM

Neither option is preferable but you have to choose something to appease your communistic system.

Anonymous

The question doesn't make sense. I didn't want to answer Question 8,

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9/06/2023 06:48 PM

as don't agree with this proposal. But you have forced us to make a decision, so is this a done deal already. Why didn't you ask for Question 9, why we picked the answer we did. This is so generic and can easy be taken out of context. Of course safety is important but that doesn't mean we need a cycle lane and raised speed bumps.

Anonymous

9/06/2023 06:54 PM

I don't choose either

Anonymous

9/06/2023 07:09 PM

I don't agree with cycle way at all but couldn't submit until I answered 7 but I don't want any cycleway to come in on either Boucher or Cameron

Anonymous

9/06/2023 07:20 PM

I used to live in this area and had four kids attend the schools so i know what parking is like. Intense! Reducing carparks for a cycle lane is not going to go down well. People can still cycle without a special lane. It is reduced speed areas at school times and drivers are aware already.

Anonymous

9/06/2023 07:33 PM

It don't want to choose either but there is no option for that

Anonymous

9/06/2023 07:34 PM

It deserves more schools

Anonymous

9/06/2023 07:36 PM

I don't want any give me the option of none!!!!

Anonymous

9/06/2023 07:36 PM

I don't choose any option give me an option to pick NONE!

Anonymous

9/06/2023 07:39 PM

Boucher Ave has more trucks.

Anonymous

9/06/2023 07:41 PM

Boucher Ave is further away from our house and we don't want the raised crossings near our house

Anonymous

9/06/2023 07:41 PM

Cameron road cycleway, sure. The road will still be narrowed. But Boucher, the overall affect is more signigicant for heavy vehicles that use boucher/no. 2 road daily.

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Anonymous

9/06/2023 08:00 PM

Should not be done at all

Anonymous

9/06/2023 08:04 PM

I wouldn't like either option as I think the money is better spent on road repairs

Anonymous

9/06/2023 08:04 PM

Cameron Rd is far too narrow to support a cycle way. Especially when cars are parked on the street.

Anonymous

9/06/2023 08:19 PM

neither

Anonymous

9/06/2023 08:26 PM

Neither one (and is poor that you don't have that option above). Just fixing, repairing, realignment and general widening of footpaths in areas would be ample. Rates are already high enough with extra cost being added which would happen because it always does. The thought of wasting over \$2.4mil on a cycleway when our roads are constantly needing repair, poorly repaired and then needing repair again should be where this bribe money should be focused on. Doing jobs properly so we are not wasting our money again.

Anonymous

9/06/2023 08:38 PM

It doesn't come up Boucher Ave, and make my life harder to pick up my children or to get out of my house

Anonymous

9/06/2023 08:41 PM

There wasn't a neither option, but Cameron has too many schools whereas Boucher only has the 1.

Anonymous

9/06/2023 09:01 PM

I chose one because there was no option to choose neither. They are both crazy.

Anonymous

9/06/2023 09:05 PM

Trucks constantly use the road. There are other routes bikers can take

Anonymous

9/06/2023 09:17 PM

Preferably Neither as these proposed routes are not suitable, but Cameron road is the most unsuitable of the two.

Anonymous

9/06/2023 09:34 PM

I prefer neither;

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Anonymous

9/06/2023 09:43 PM

I dont want either. but there wasn't any other choice

Anonymous

9/06/2023 09:45 PM

So it doesn't effect my street

Anonymous

9/06/2023 09:48 PM

I don't want either but the survey forces you to put an answer!

Anonymous

9/06/2023 09:51 PM

We don't want either

Anonymous

9/06/2023 09:58 PM

I believe there would be more people using Cameron Road as 3
Schools are off this road

Anonymous

9/06/2023 10:00 PM

Because I had to pick one. I'd prefer to choose neither.

Anonymous

9/06/2023 10:23 PM

I don't want to choose either one or the other because I don't want either

Anonymous

9/06/2023 10:25 PM

2.4 MILLION? What on Earth are you guys thinking?! Please consider
my vote above as NEITHER! What a horrible misuse of money! Not
just a waste but spending it to make the town less safe?! Please find
a new line of work!

Anonymous

9/06/2023 10:34 PM

Didn't want to but had to choose one

Anonymous

9/06/2023 10:55 PM

I chose neither, you do not need to do either! Use the money to
improve the bus service if you care about the climate, or to plant more
trees!!!

Anonymous

9/06/2023 11:03 PM

Neither. Waste of time & money

Anonymous

9/06/2023 11:07 PM

As stated, Cameron road is a straight line therefore hazards and risks
are already minimised due to visibility. There has been a number of
deaths on Boucher ave due to the hill (speed being a main factor). As
Boucher ave is slightly wider, this would be the only justifiable option
should you NEED to put in a cycle lane, however I don't find either of

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these options necessary.

Anonymous

9/06/2023 11:57 PM

There was no option to not choose any

Anonymous

9/07/2023 12:22 AM

Build neither

Anonymous

9/07/2023 06:12 AM

I only pushed Cameron road because there is no 'none' option.. you ask for community opinions and then try to force us to pick what you want.

Anonymous

9/07/2023 06:21 AM

A cycle way on Cameron Rd will make it more dangerous, not less.

Anonymous

9/07/2023 06:23 AM

Moe schools on Cameron Rd.

Anonymous

9/07/2023 06:38 AM

I don't use Cameron road as much so it wouldn't be as bad a choice for me as Boucher. But PLEASE DONT DO ANY OF IT!

Anonymous

9/07/2023 06:55 AM

There isnt a Neither option, we don't need cycleways, we need better quality roads,

Anonymous

9/07/2023 07:50 AM

Please do not build this cycleway at all.

Anonymous

9/07/2023 08:07 AM

I don't want either.

Anonymous

9/07/2023 08:56 AM

Because I had to choose an option.

Anonymous

9/07/2023 09:20 AM

Because I am way more likely to allow my kids to bike to intermediate than fairhaven. There are probably way more kids that would use that side of the path

Anonymous

9/07/2023 12:19 PM

Neither! I do not support this.

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Anonymous
9/07/2023 12:34 PM

Neither should be done. This is a very one sided survey with no space for objections or residents comments

Anonymous
9/07/2023 12:46 PM

You didn't give me a choice to say neither, so choose Boucher Ave as it would affect me the least.

Anonymous
9/07/2023 12:56 PM

I don't want either but just saying one cause I had no choice

Anonymous
9/07/2023 01:07 PM

I don't think either options are acceptable

Anonymous
9/07/2023 01:08 PM

You are asking me what I prefer on something I'd prefer to not be done as a ratepayer.

Anonymous
9/07/2023 01:13 PM

Because it will affect day to day travelling and parking for alot of people including myself being a Boucher Ave resident

Anonymous
9/07/2023 01:14 PM

Trick question there, but I'll answer the question below, I think the safest change we need is to the Main Street of town, a cycleway worth 2.4million is not necessary

Anonymous
9/07/2023 01:16 PM

Cameron road isn't wide enough at the moment with buses and vehicles so taking away more of the road is so dangerous.

Anonymous
9/07/2023 01:27 PM

Because I live off cameron road and don't want to have to deal with road works every day plus the huge amounts of people that will park down my street making it hard to access our driveway if there is no parking ob cameron road

Anonymous
9/07/2023 01:35 PM

Fairhaven school is in an awkward position compared to the rest of the schools , the roads are more in need of repair due to the truck use up voucher to no 3 rd,". But no raised crossings up Boucher! Keep them normal so the trucks don't jump over them

Anonymous
9/07/2023 01:38 PM

ticked Cameron rd because I had to tick something in order to complete the survey. I dont support either option

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Anonymous

9/07/2023 01:55 PM

Boucher Avenue would be far too dangerous for this venture.

Anonymous

9/07/2023 02:03 PM

Because you haven't given me an option to not select either

Anonymous

9/07/2023 02:20 PM

Boucher Ave is much more hazardous as there a more turns in the road which obstruct views.

Anonymous

9/07/2023 02:23 PM

No parking on either side of the road on boucher Ave and Cameron roadd except outside Fairhaven school, The cycleway will be solely on the existing roadd except on some shared footpath areas(very few) so the rd will be narrower to accommodate this, so all parking will be down side streets or on the grass/footpath

Anonymous

9/07/2023 02:56 PM

We live on Cameron road

Anonymous

9/07/2023 03:12 PM

Boucher Ave I feel is more dangerous with all the kiwfruit orchard and school traffic.

Anonymous

9/07/2023 03:30 PM

This option will at least spare the Fairhaven school from this ridiculous scheme that will deny parents from safely carrying out their parental respo responsibilities.

Anonymous

9/07/2023 03:32 PM

Unnecessary spending. Improve our roads..

Anonymous

9/07/2023 03:54 PM

Because you dont have a option to say neither this is a unwanted cycle way

Anonymous

9/07/2023 04:16 PM

Neither

Anonymous

9/07/2023 04:31 PM

Our house on Boucher Avenue already shakes when the trucks go past. The proposed raised crossings will make it worse

Anonymous

9/07/2023 04:51 PM

I do not agree to any cycle way.

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Anonymous

Neither is preferred

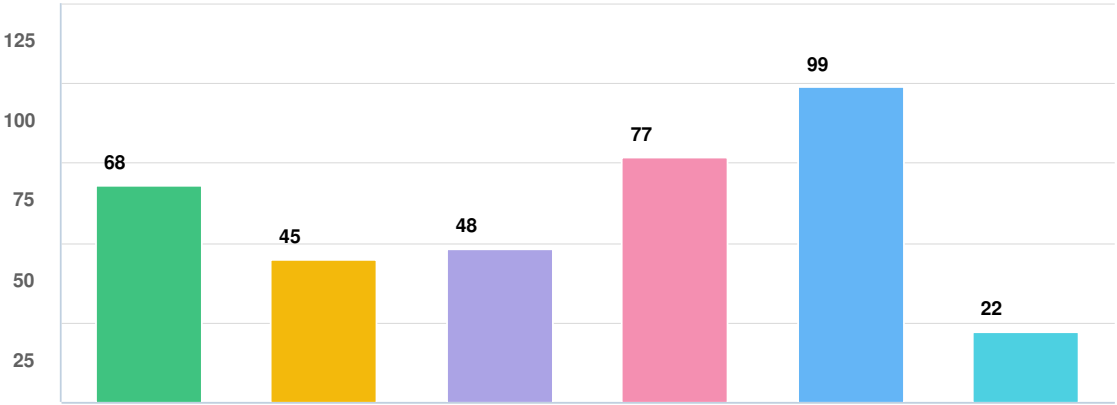
9/07/2023 04:58 PM

Optional question (258 response(s), 88 skipped)

Question type: Essay Question

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Q9 | How important is it to make changes to existing street space to make it safer and easier for people to get around Te Puke.



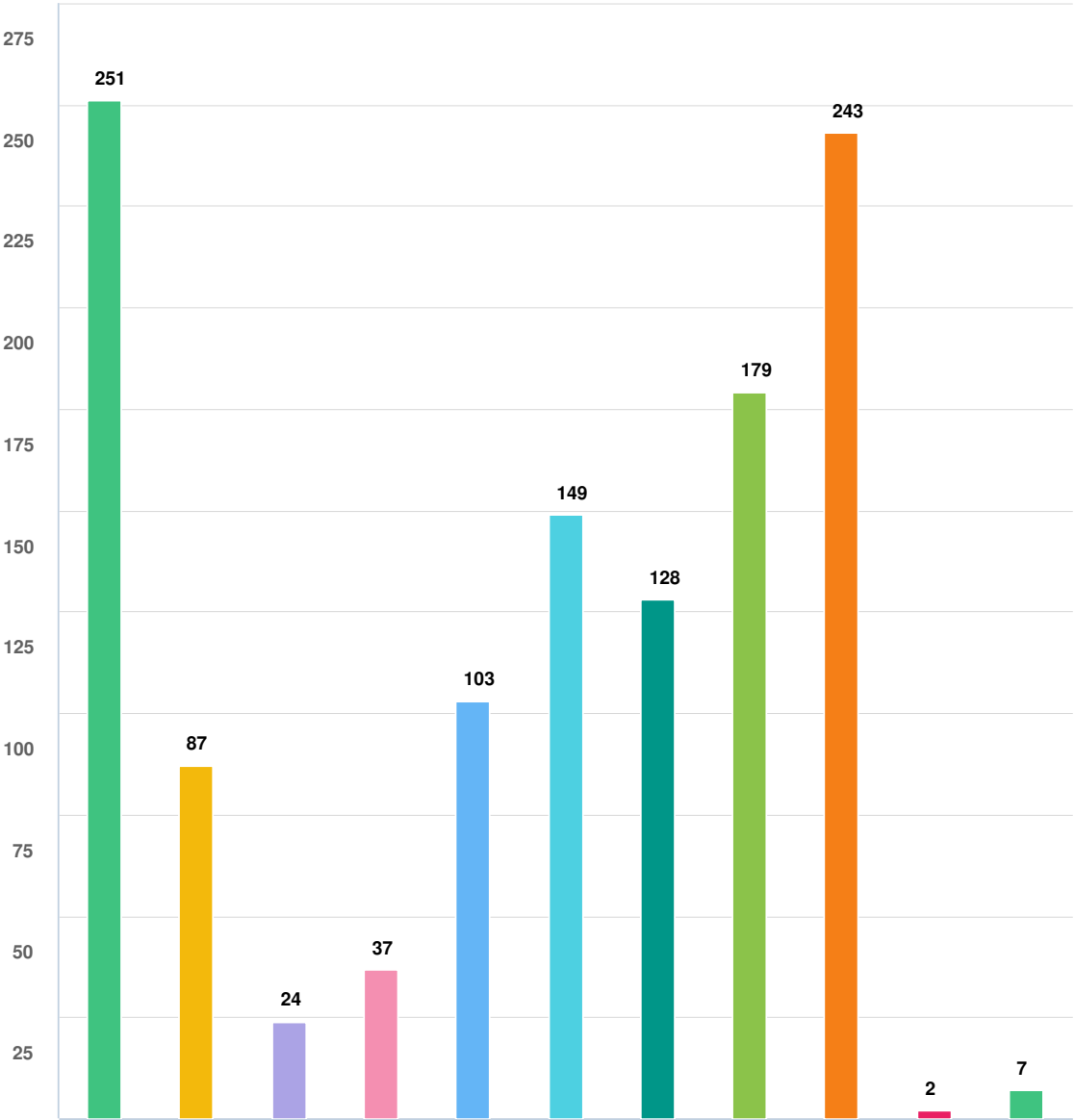
Question options

Very important Important Moderate importance Low importance Not important Don't know

Mandatory Question (346 response(s))
Question type: Checkbox Question

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Q10 What is your main relationship to the Cameron Road/Boucher Avenue area? (multi-choice, select all that apply)

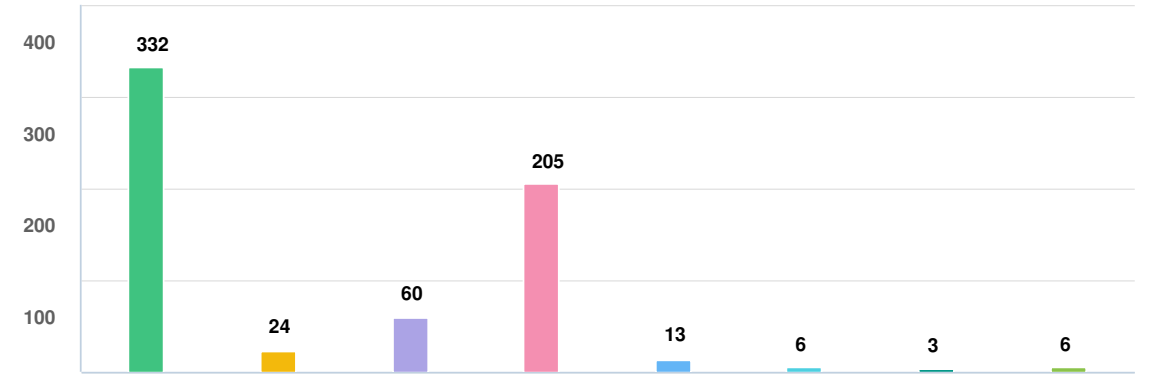


- Question options**
- I live in the area.
 - I work in the area.
 - I own or manage a business in the area.
 - I go to school or education in the area.
 - I visit the area (e.g. to see whanau, friends or businesses)
 - I do recreational activities in the area (e.g. running, walking etc.)
 - I drop my kids at childcare, school, or education in the area.
 - I travel through the area.
 - I live in Te Puke.
 - I don't have a relationship to the area.
 - Other

Optional question (345 response(s), 1 skipped)
Question type: Checkbox Question

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Q11 How do you normally travel around the Cameron Road/Boucher Avenue area?

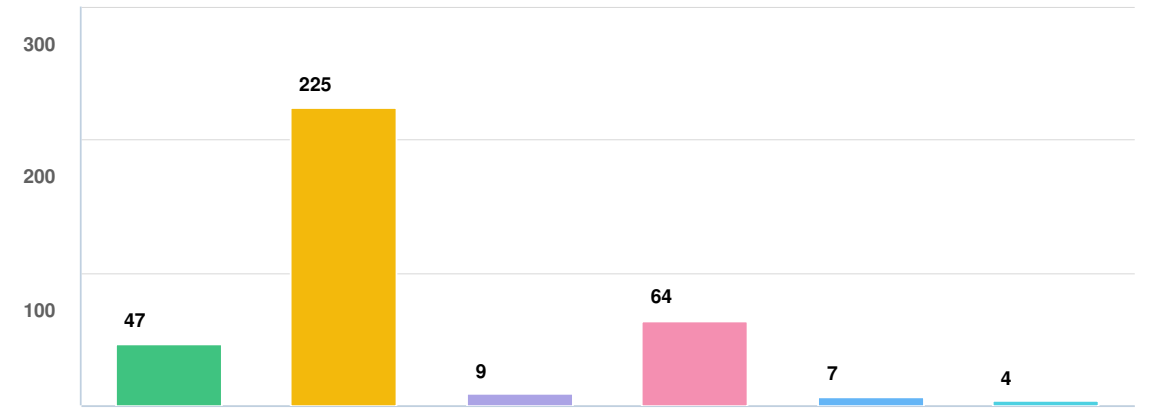


Question options

- Car/Van
- Commercial vehicle (e.g. van or truck)
- Bicycle
- Walk/run
- Bus
- Motorcycle or motor scooter
- E-scooter or skateboard
- Wheelchair or mobility scooter

Mandatory Question (346 response(s))
Question type: Checkbox Question

Q12 How regularly do you travel around the Cameron Road/Boucher Avenue area?



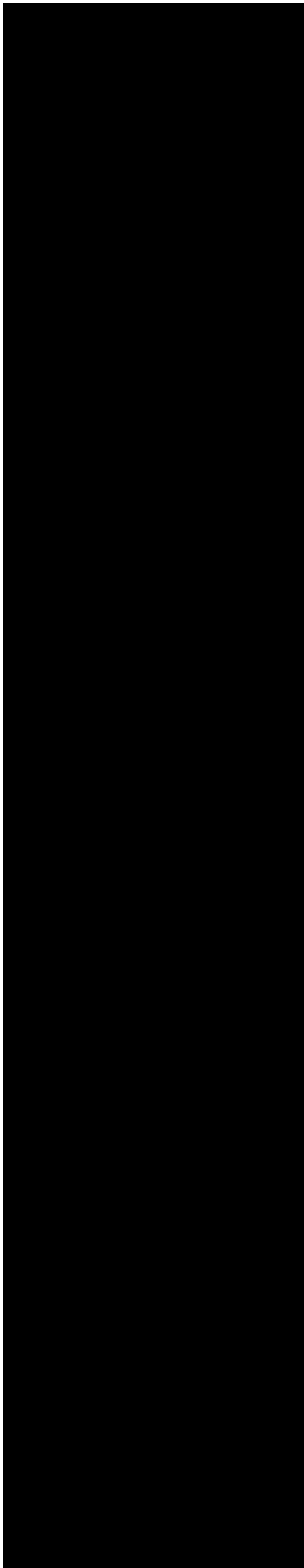
Question options

- Once a day
- A couple of times a day
- Once a week
- A few times a week
- Once a month
- Not often

Mandatory Question (346 response(s))
Question type: Checkbox Question

Q13 Full Name

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

kylea.grayling 8/16/2023 04:11 PM	
Anonymous 8/17/2023 10:30 PM	
Anonymous 8/17/2023 11:50 PM	
Anonymous 8/18/2023 05:44 AM	
Anonymous 8/18/2023 06:04 AM	
Anonymous 8/18/2023 06:08 AM	
Anonymous 8/18/2023 06:11 AM	
Anonymous 8/18/2023 06:48 AM	
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Anonymous 8/18/2023 08:16 AM	

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Anonymous
8/18/2023 08:53 AM

Anonymous
8/18/2023 10:14 AM

Anonymous
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8/18/2023 04:45 PM

Anonymous


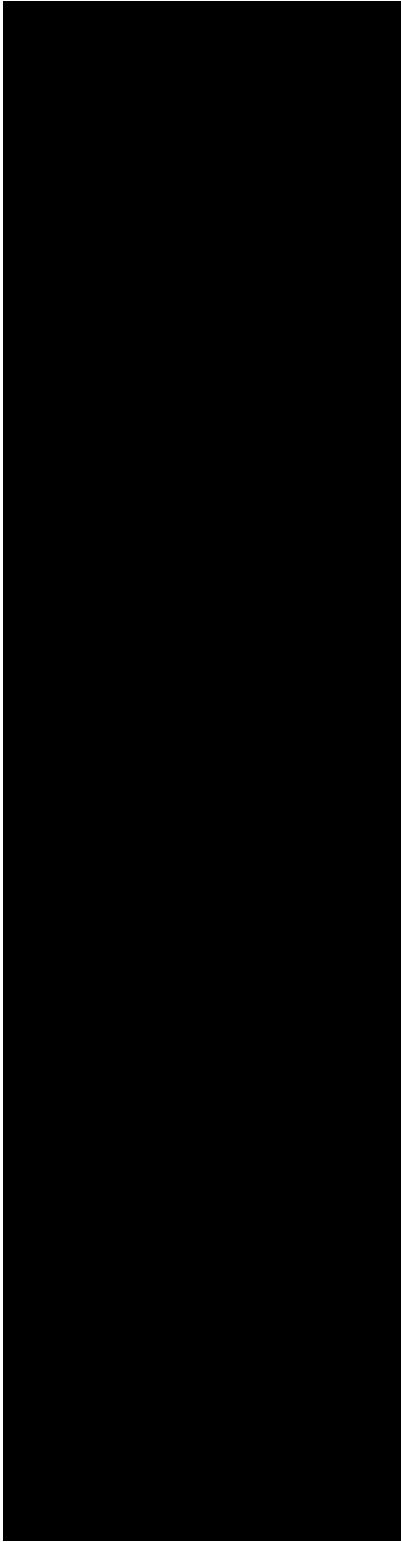
Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

8/18/2023 04:52 PM	
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Anonymous 8/18/2023 05:53 PM	
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Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

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Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous	
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8/20/2023 10:10 AM	

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Anonymous

8/20/2023 10:50 AM

Anonymous

8/20/2023 11:45 AM

Anonymous

8/20/2023 01:24 PM

Anonymous

8/20/2023 06:32 PM

Anonymous

8/20/2023 08:47 PM

Anonymous

8/20/2023 09:21 PM

Anonymous

8/21/2023 07:20 AM

Anonymous

8/21/2023 07:36 AM

Anonymous

8/21/2023 08:19 AM

Anonymous

8/21/2023 09:41 AM

Anonymous

8/21/2023 10:14 AM

Anonymous

8/21/2023 11:02 AM

Anonymous

8/21/2023 01:37 PM

Anonymous

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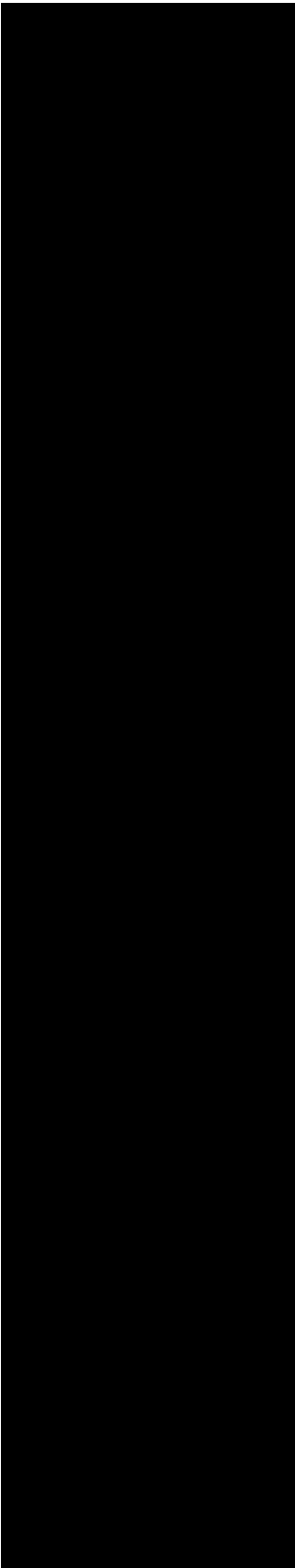
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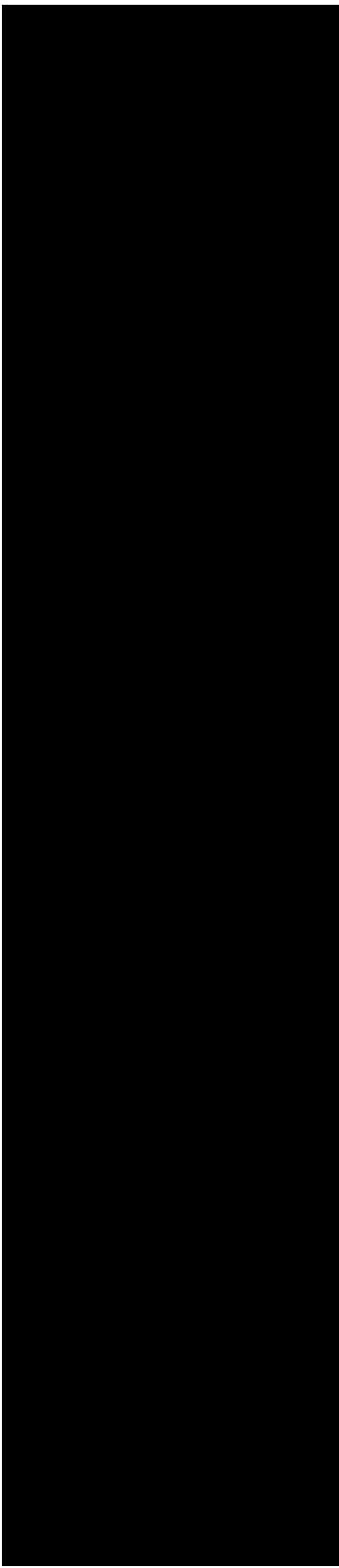
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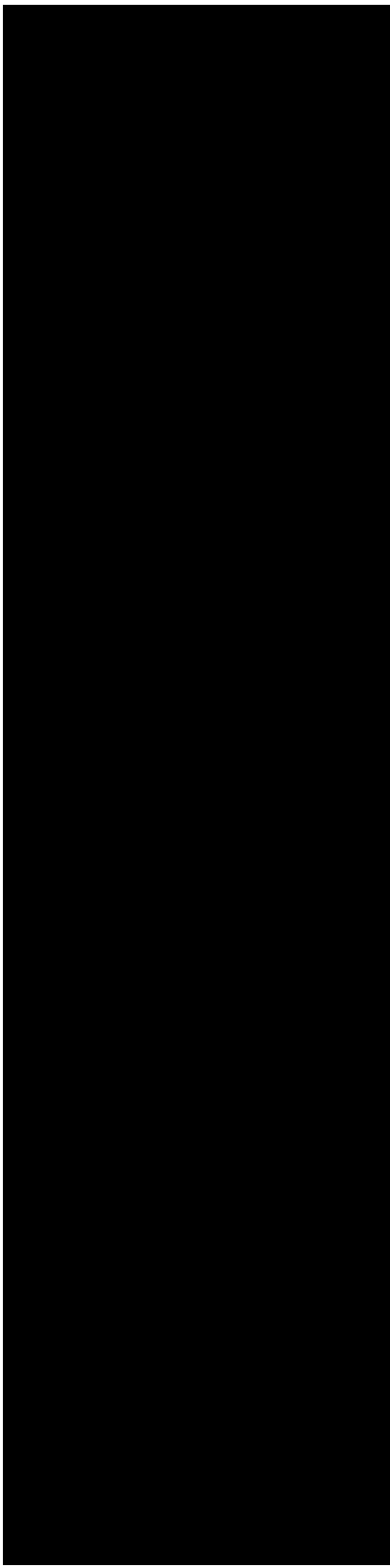
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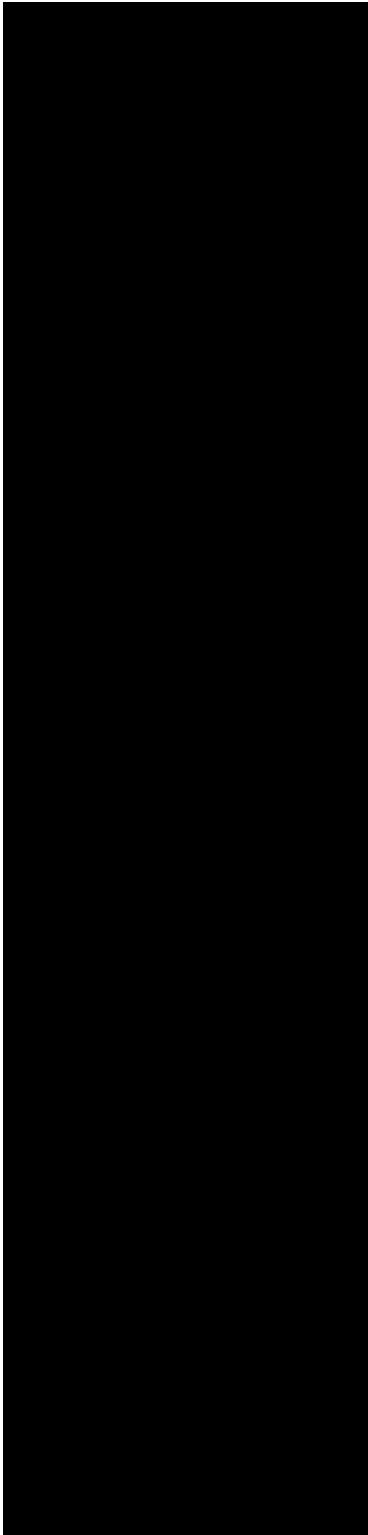
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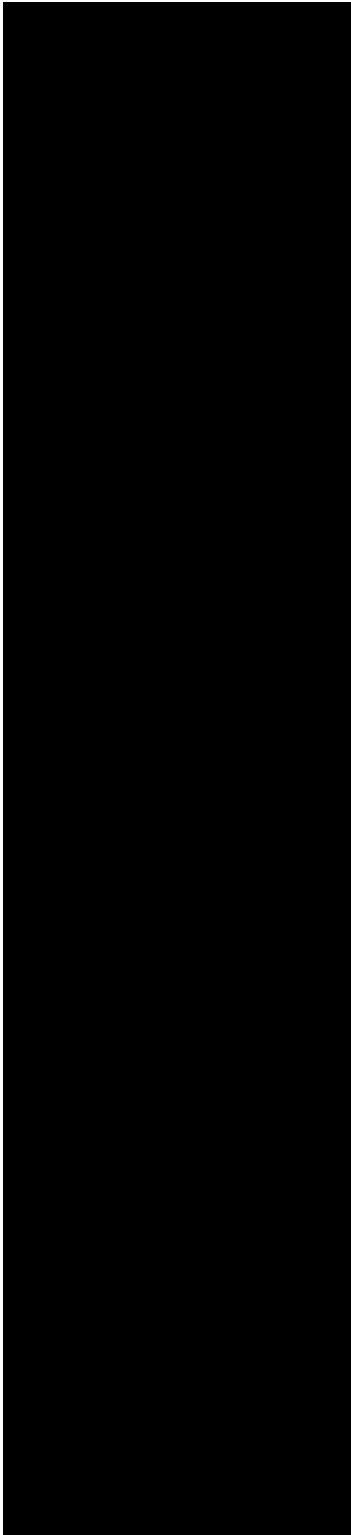
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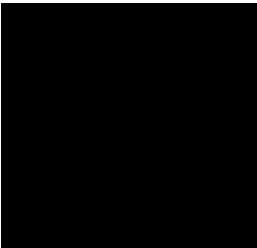
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Mandatory Question (346 response(s))
Question type: Single Line Question

Q14 | Organisation/Business (only if submitting on behalf)

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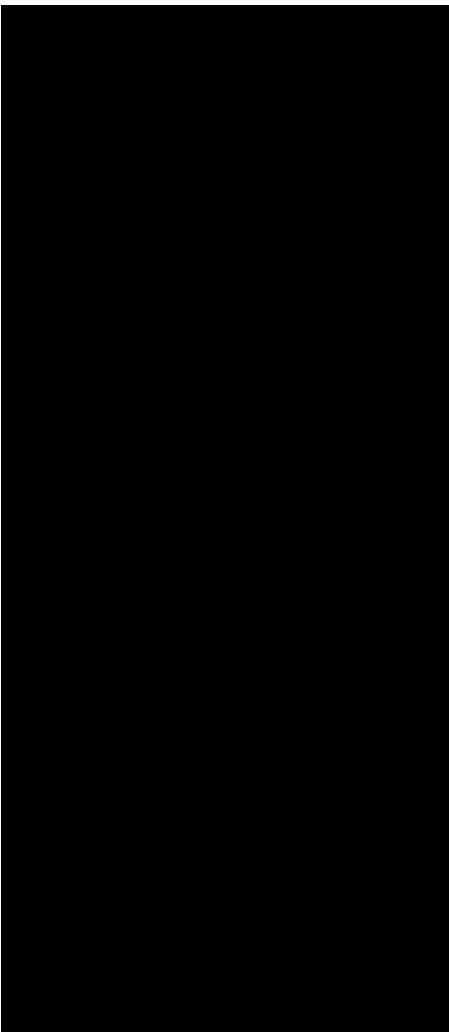
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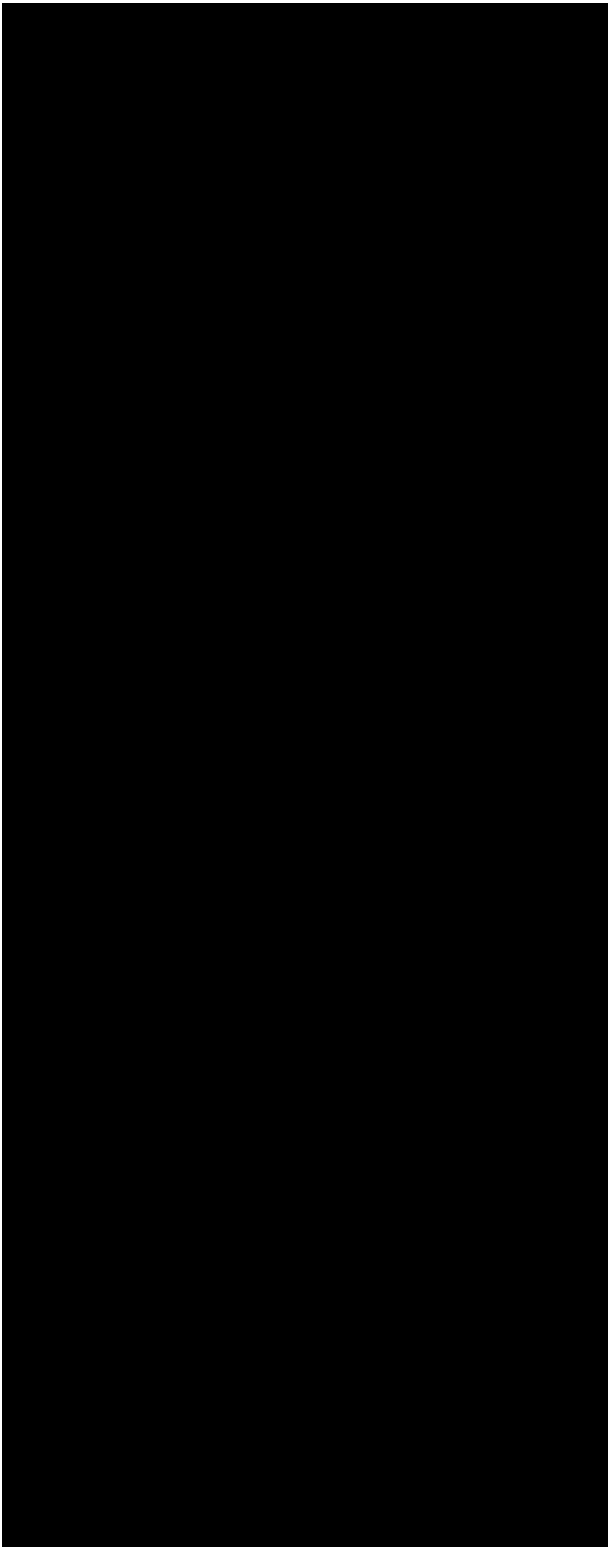
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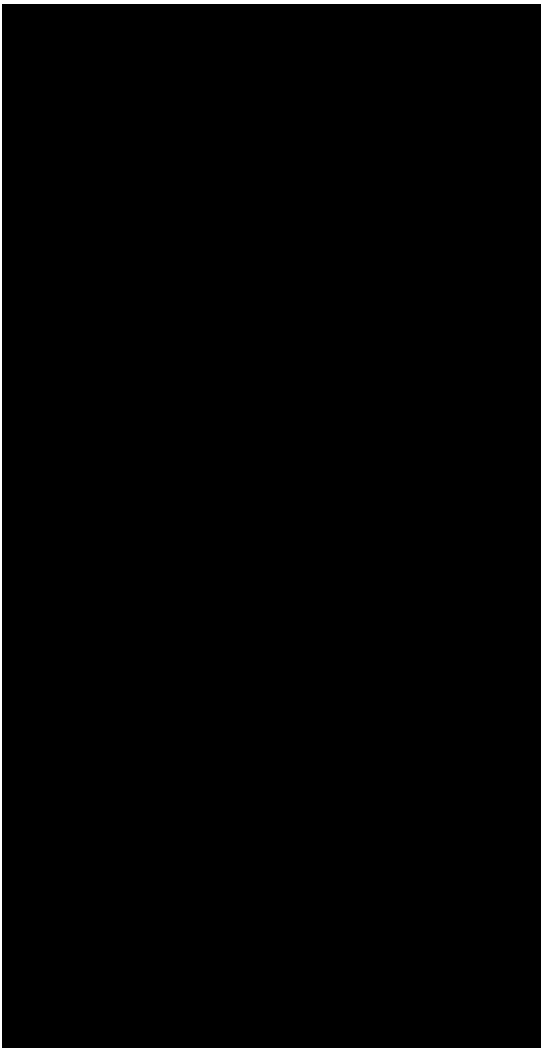


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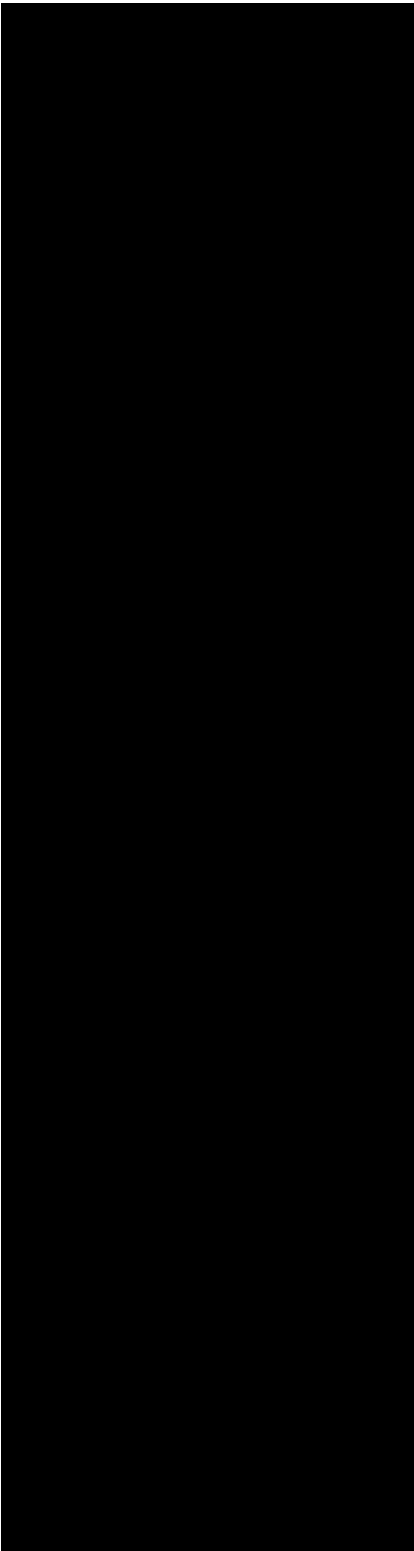
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Optional question (26 response(s), 320 skipped)
Question type: Single Line Question

Q15 | Email

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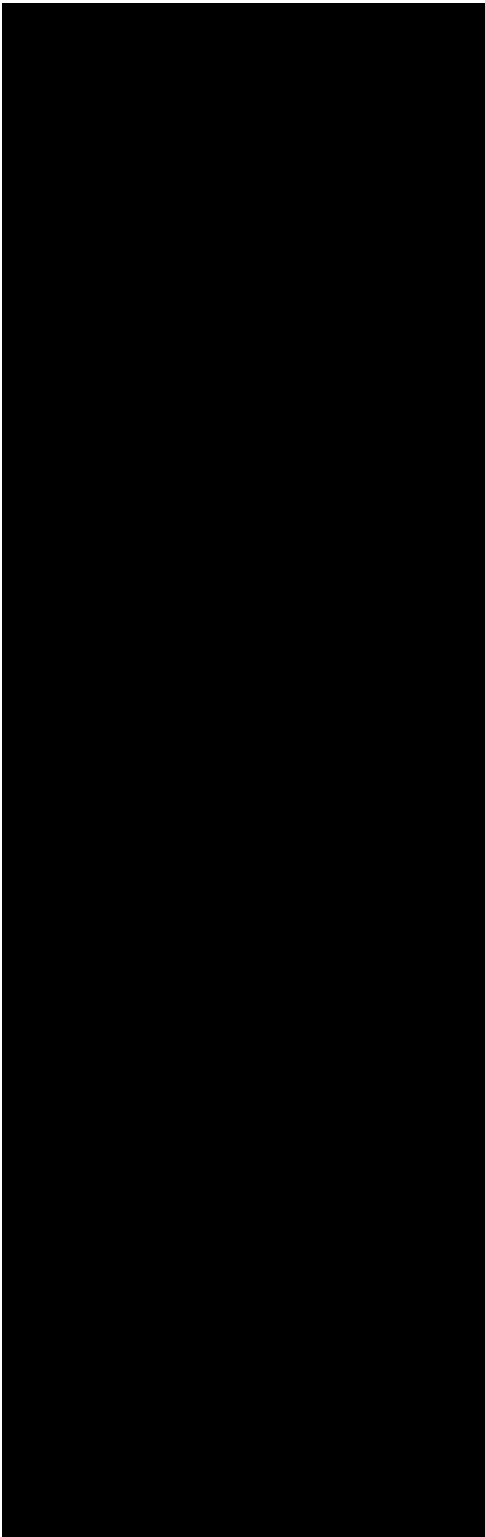
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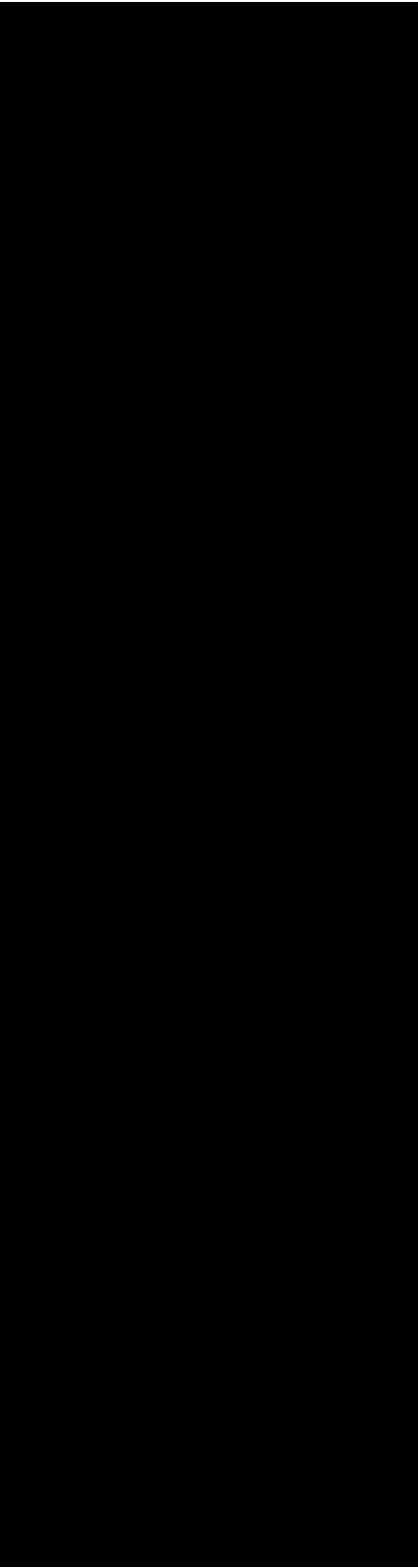
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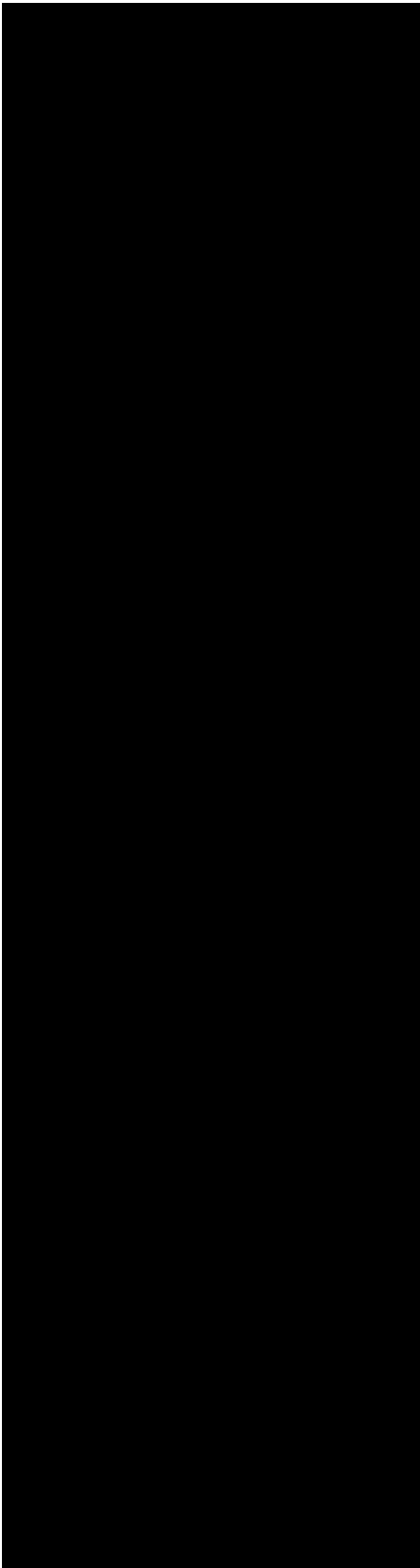
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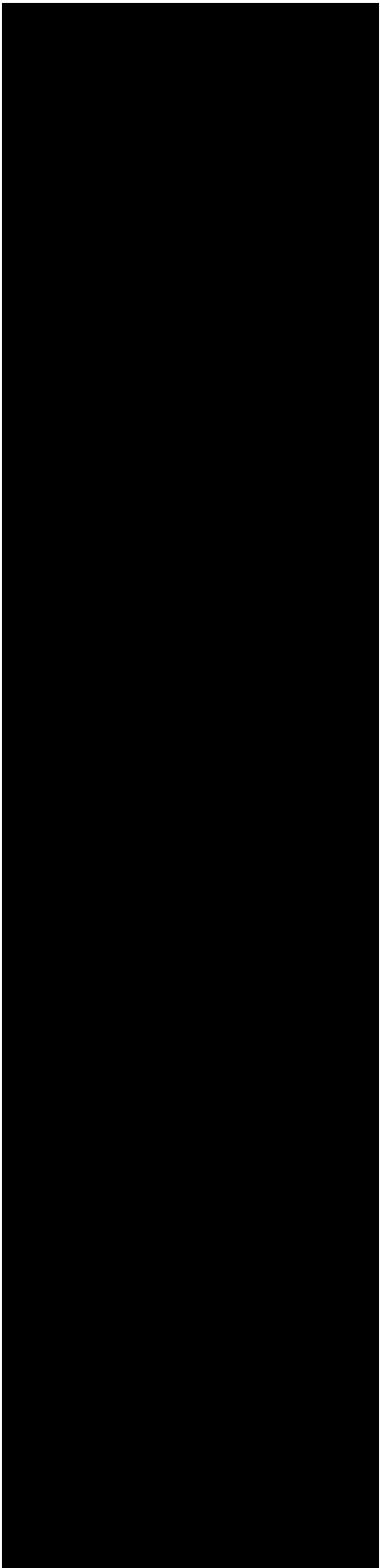
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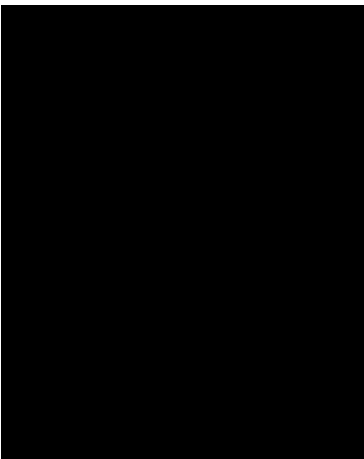
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Mandatory Question (346 response(s))
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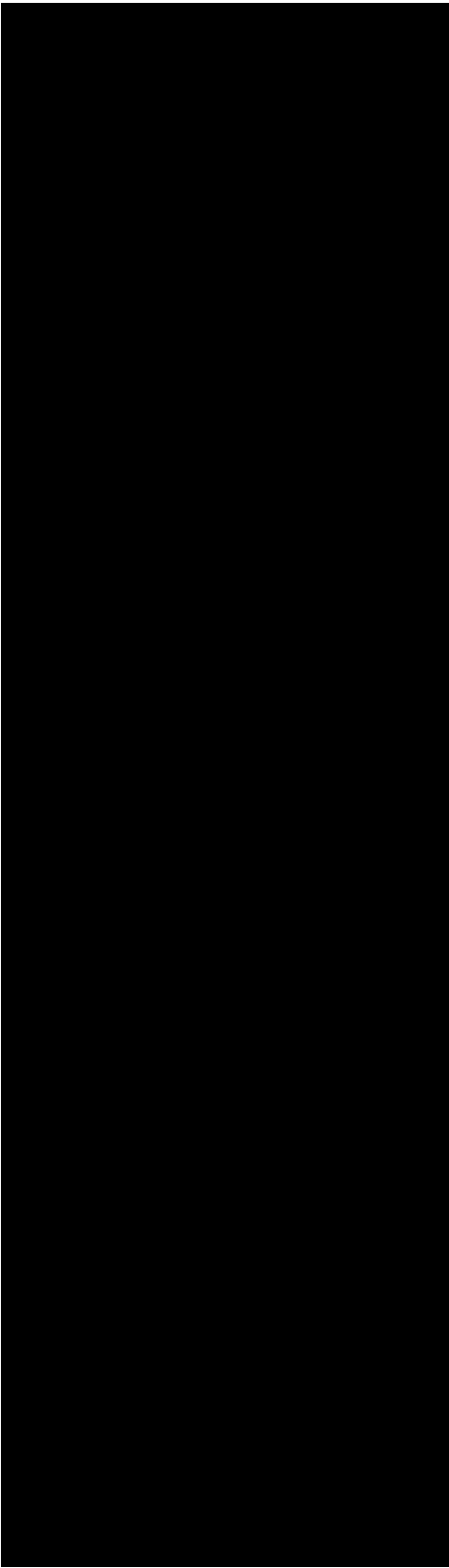
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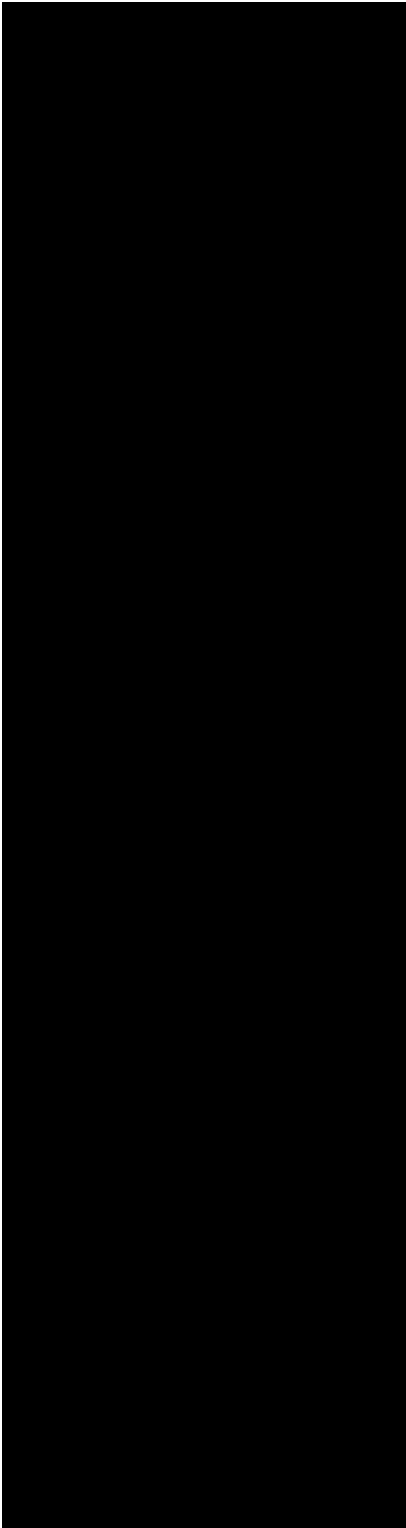
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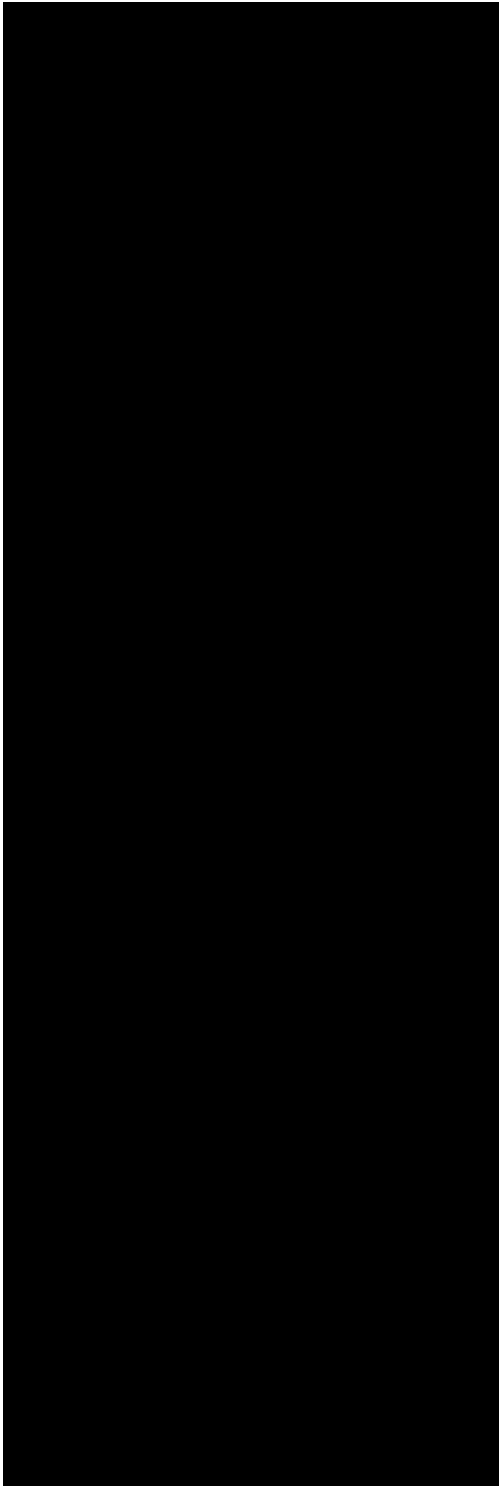
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Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

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Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

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Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

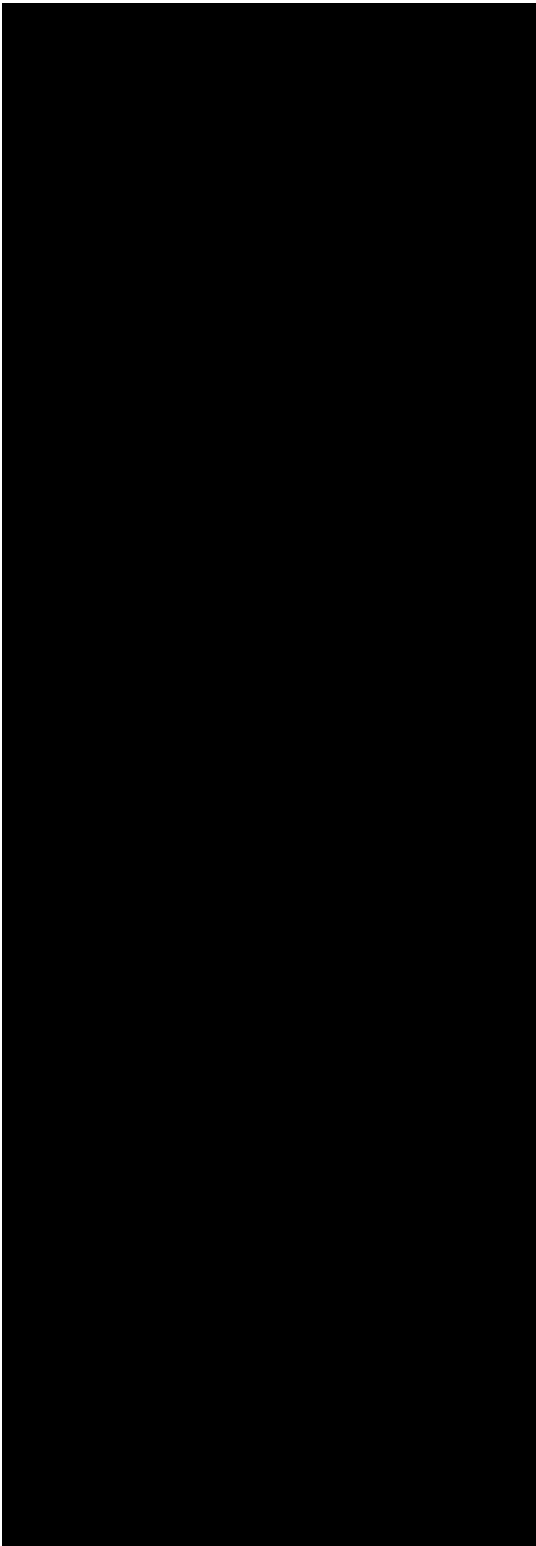
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Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

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Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

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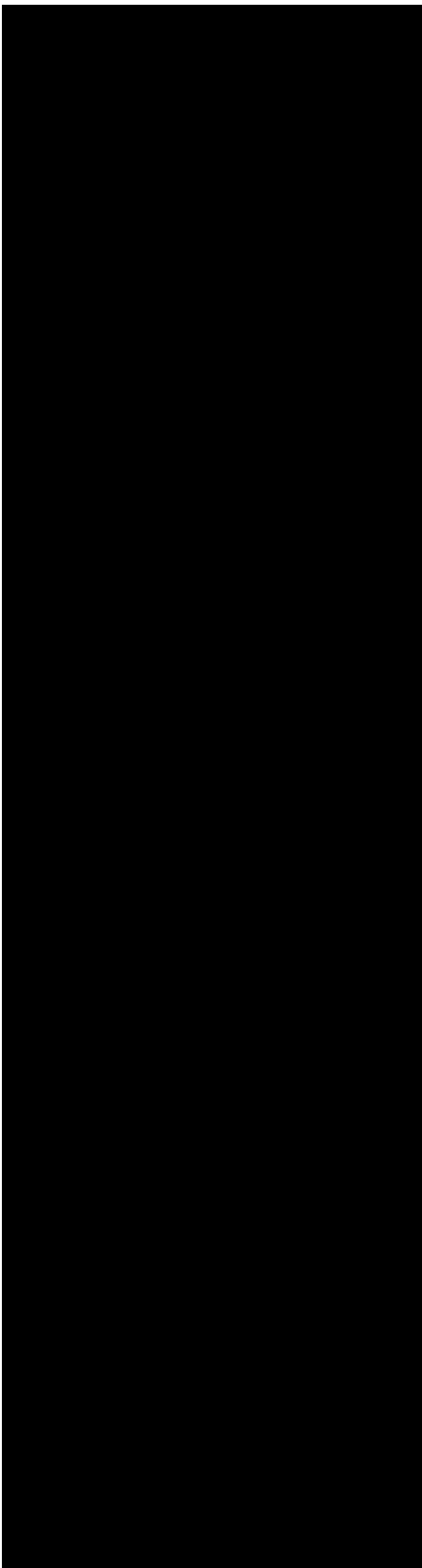
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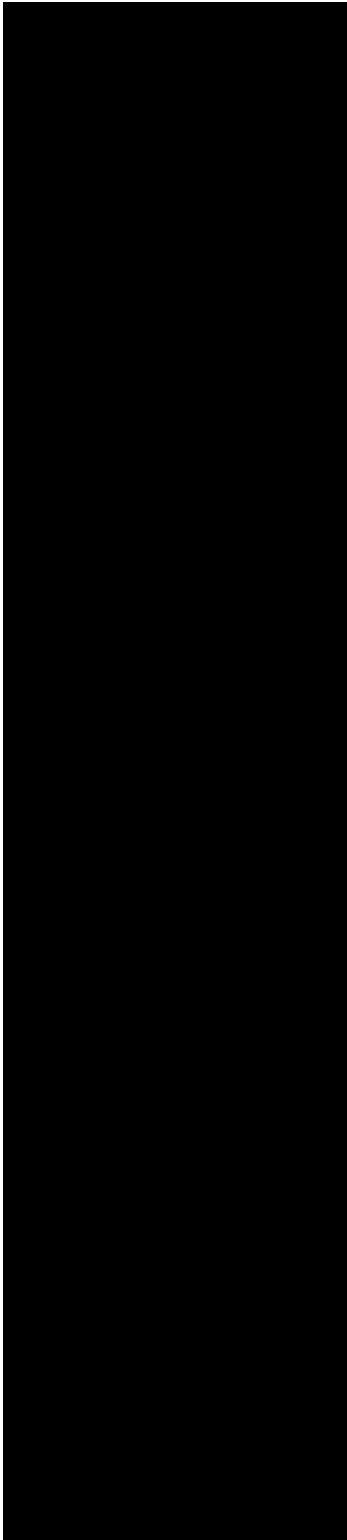
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Mandatory Question (346 response(s))
Question type: Essay Question

Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

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Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

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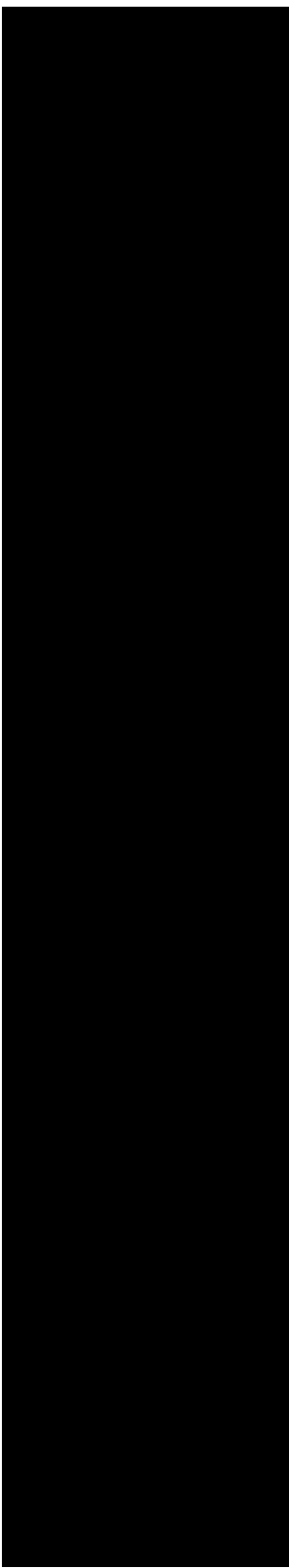
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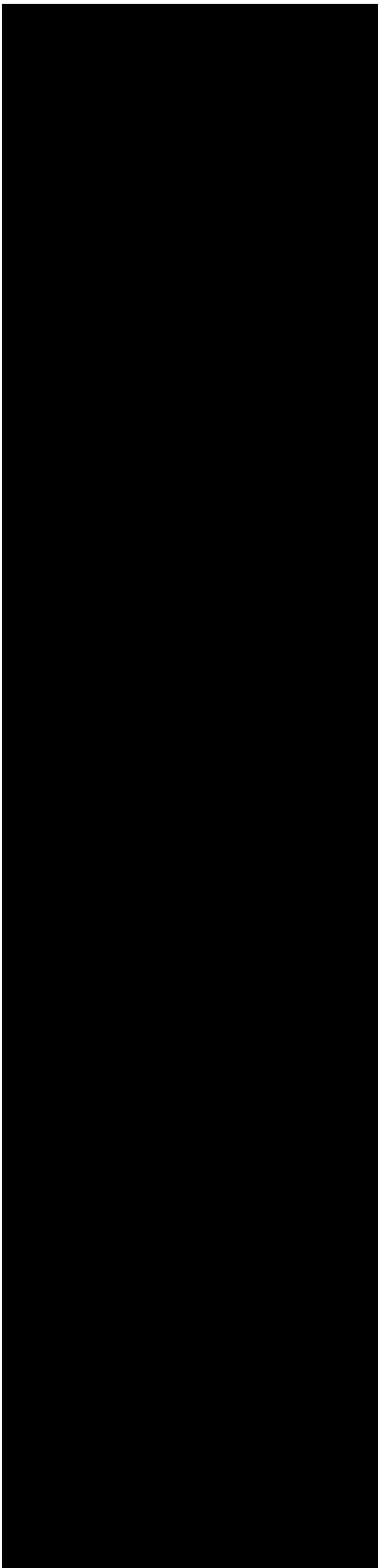
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Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

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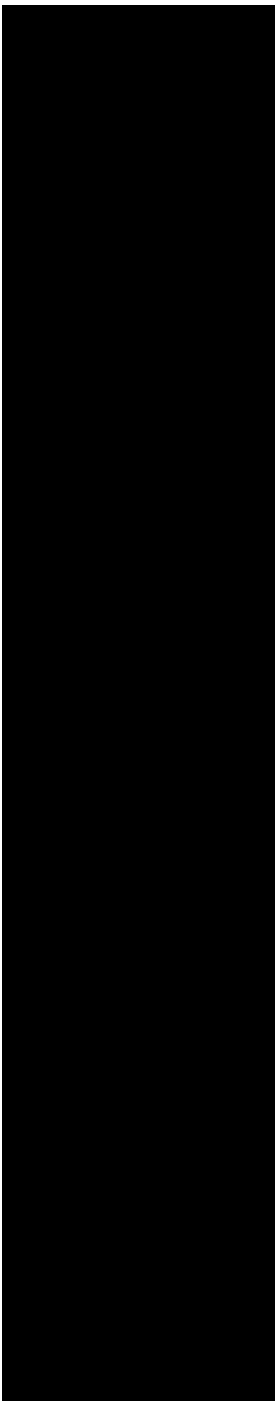

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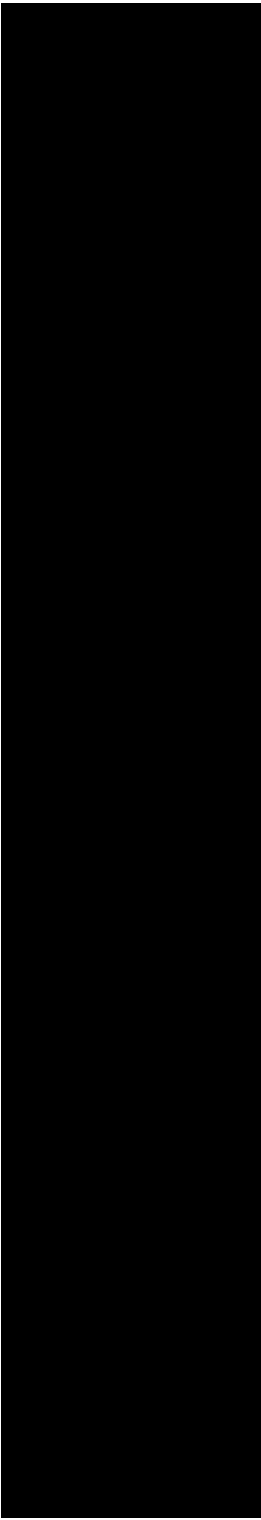
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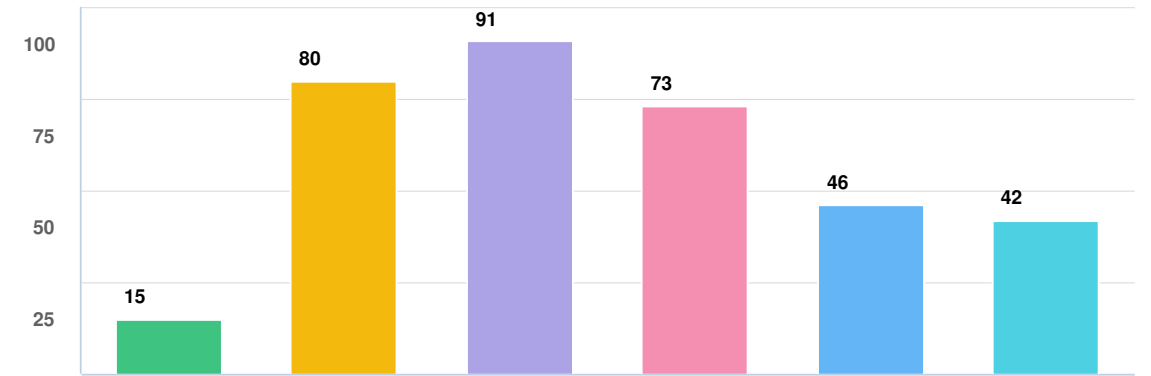
Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

Optional question (206 response(s), 140 skipped)

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Take our survey and let us know your thoughts. : Survey Report for 23 January 2014 to 07 September 2023

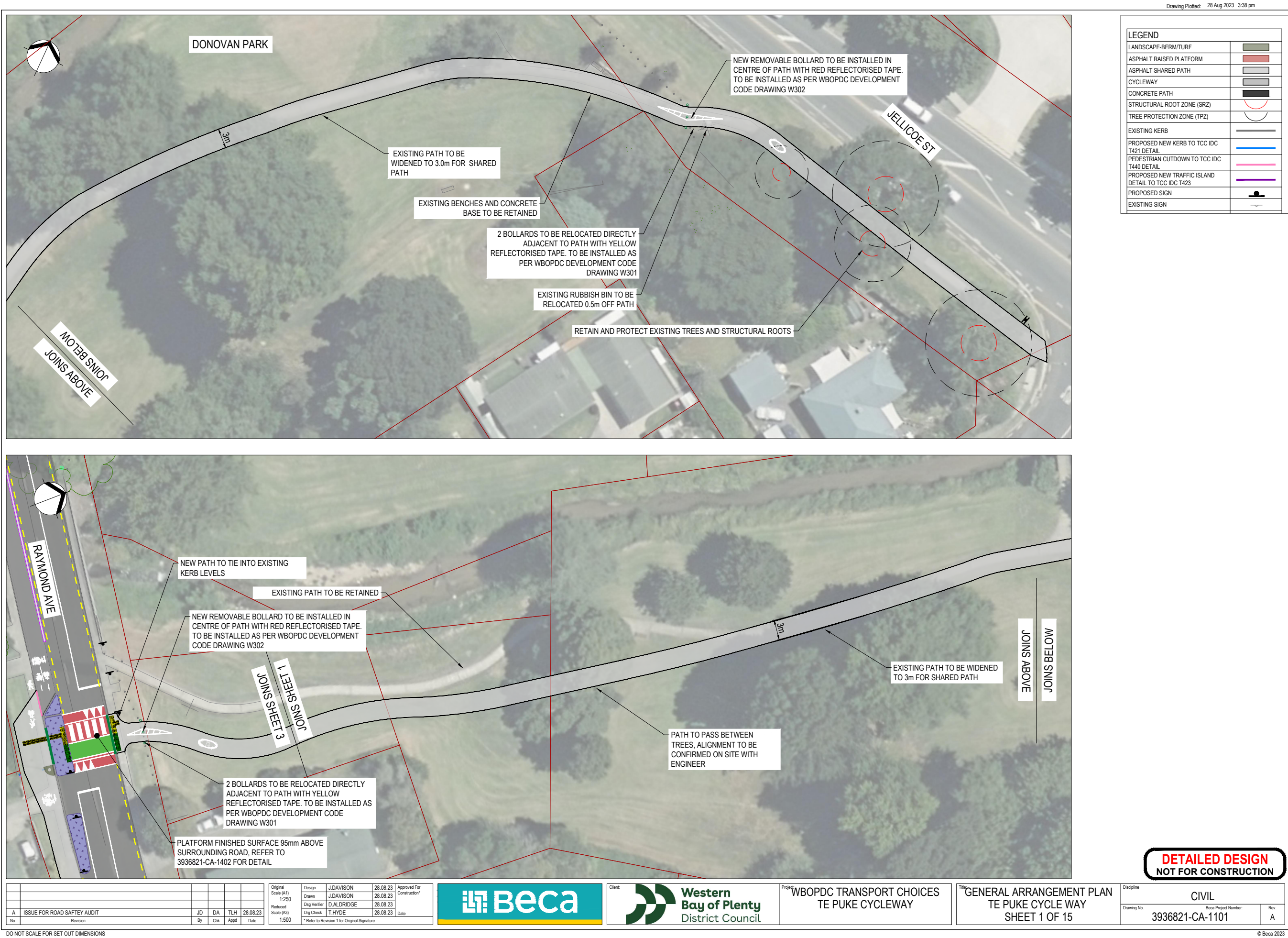
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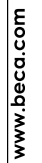


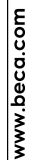
Question options

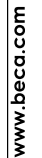
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- 25 to 34 years old
- 35 to 44 years old
- 45 to 54 years old
- 55 to 64 years old
- 65 or over

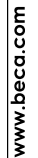
Mandatory Question (346 response(s))
Question type: Checkbox Question



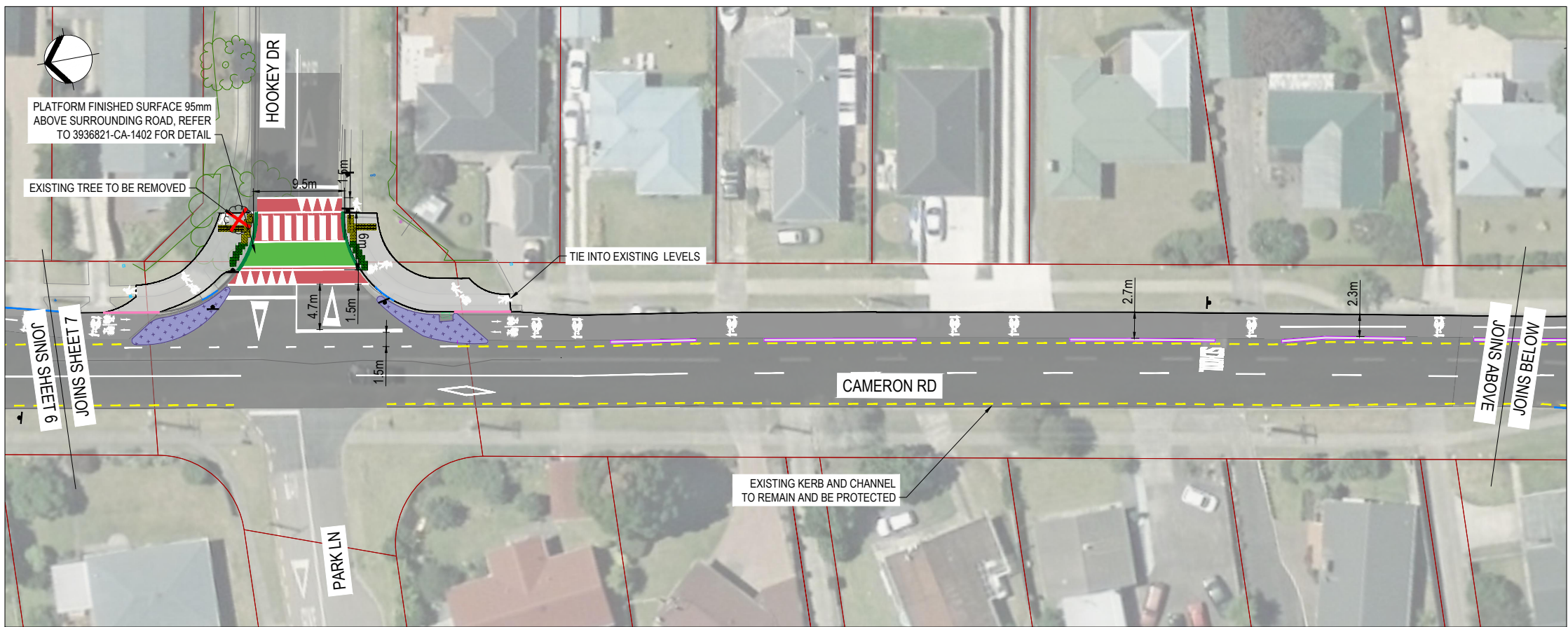








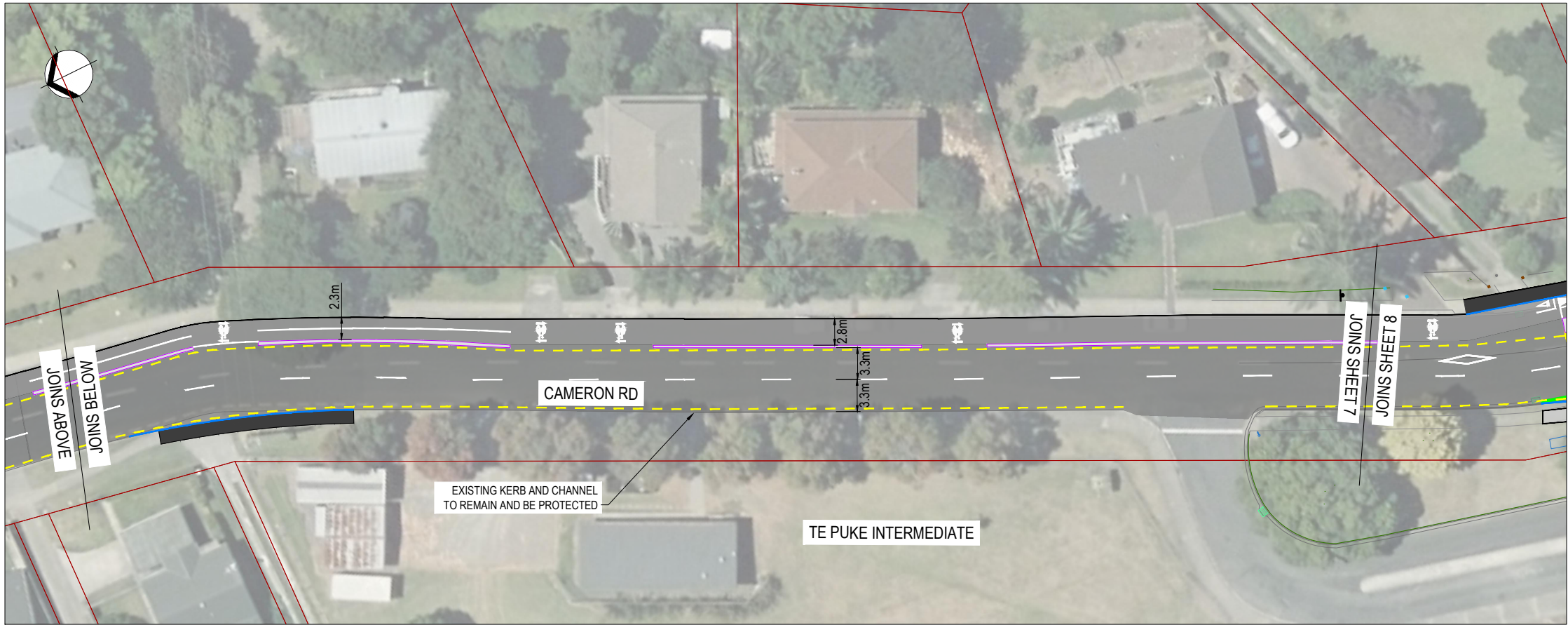




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ASPHALT SHARED PATH	
CYCLEWAY	
CONCRETE PATH	
STRUCTURAL ROOT ZONE (SRZ)	
TREE PROTECTION ZONE (TPZ)	
EXISTING KERB	
PROPOSED NEW KERB TO TCC IDC T421 DETAIL	
PEDESTRIAN CUTDOWN TO TCC IDC T440 DETAIL	
PROPOSED NEW TRAFFIC ISLAND DETAIL TO TCC IDC T423	
PROPOSED SIGN	
EXISTING SIGN	

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DETAILED DESIGN
NOT FOR CONSTRUCTION

A	ISSUE FOR ROAD SAFETY AUDIT	JD	DA	TLH	28.08.23
No.	Revision	By	Chk	Appd	Date

Original Scale (A1)	Design	J.DAVISON	28.08.23	Approved For Construction
1:250	Drawn	J.DAVISON	28.08.23	
Reduced Scale (A3)	Design Checker	D.ALDREDGE	28.08.23	
1:500	Drawn	T.HYDE	28.08.23	
	* Refer to Revision 1 for Original Signature			



Project: WBOPDC TRANSPORT CHOICES
TE PUKE CYCLEWAY

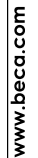
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SHEET 7 OF 15

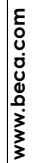
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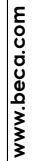
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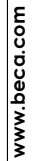
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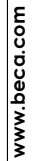
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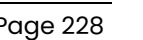


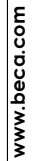


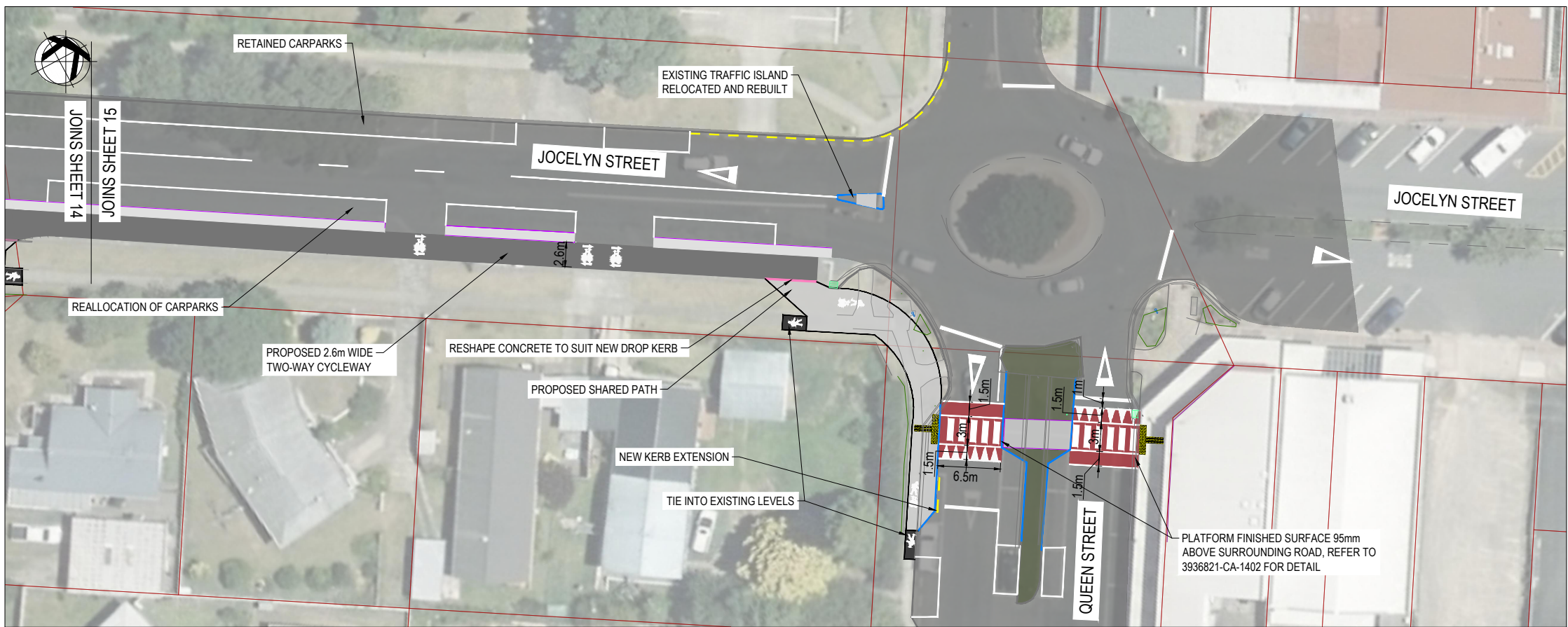












Drawing Plotted: 28 Aug 2023 4:21 pm

LEGEND	
LANDSCAPE-BERM/TURF	
ASPHALT RAISED PLATFORM	
ASPHALT SHARED PATH	
CYCLEWAY	
CONCRETE PATH	
STRUCTURAL ROOT ZONE (SRZ)	
TREE PROTECTION ZONE (TPZ)	
EXISTING KERB	
PROPOSED NEW KERB TO TCC IDC T421 DETAIL	
PEDESTRIAN CUTOFF TO TCC IDC T440 DETAIL	
PROPOSED NEW TRAFFIC ISLAND DETAIL TO TCC IDC T423	
PROPOSED SIGN	
EXISTING SIGN	
PROPOSED CHANNEL DRAIN	

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A	ISSUE FOR ROAD SAFETY AUDIT	YC	DA	TLH	28.08.23
No.	Revision	By	CHK	Appd	Date

DO NOT SCALE FOR SET OUT DIMENSIONS

Original Scale (A1)	Design	Y.CHEN	28.08.23	Approved For Construction
1:250	Drawn	Y.CHEN	28.08.23	
Reduced Scale (A3)	Design Checker	D.ALDREDGE	28.08.23	
1:500	Drawn	T.HYDE	28.08.23	
				Date



Project: WBOPDC TRANSPORT CHOICES
TE PUKE CYCLEWAY

Title: GENERAL ARRANGEMENT PLAN
TE PUKE CYCLEWAY
SHEET 15 OF 15

DISCIPLINE		
CIVIL		
Drawing No.	Bea Project Number:	Rev.
	3936821-CA-1115	A

Document No. 3936821-CA-1100_1115.DWG

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11 INFORMATION FOR RECEIPT

11.1 OPERATIONAL RISK AND SCORECARD REPORT QUARTERLY UPDATE ENDING 30 SEPTEMBER 2023

File Number: A5763250

Author: Tracy Harris, Executive Assistant Infrastructure Group

Authoriser: Cedric Crow, General Manager Infrastructure Services

EXECUTIVE SUMMARY

The purpose of this report is to present the Scorecard report for the 1st Quarter ending 30 September 2023, and to advise on current capital projects, operational issues, property proposals, and trending across the Council activities.

RECOMMENDATION

That the Executive Assistant, Infrastructure Group's report, dated 31 October 2023 titled 'Operational Risk and Scorecard Report Quarterly Update Ending 30 September 2023' be received.

BACKGROUND

SCORECARD REPORT

The Scorecard report for the period ending 30 September 2023 is attached, refer **Attachment 1**. The executive summary of that report notes trends and provides commentary. The first section of the Scorecard provides growth monitoring statistics and additional lots. Part two provides a summary on progress with the work programme. Note this Scorecard Report does not include financial information as that is being reported to the Audit and Risk Committee.

We are interested in feedback on the format of the Scorecard report and the information that it contains to make changes to provide the level and type of performance reporting that the Committee requires. We note that improved detail is required in the narrative in each section, and this will be improved in the next iteration.

OPERATIONAL RISK AND STATUS TABLE

The operational risk table has been developed to show:

- Project or activity;
- Brief description of the risk and why it has arisen;
- Type of risk (e.g., timing, financial, service delivery);
- Project or topic status update;
- Items that the Committee needs to be aware of; and
- Traffic light system:

Green: Operational item, for information;

Orange: Potential to escalate, Council needs to be aware; and

Red: High risk, Council direction may be required.

This is an up-to-date status and forward-looking report and may supersede the comments in the Scorecard Report. Additional information and topics may be provided at the meeting.

TOPIC AND DESCRIPTION	RISK TYPE & RISK LEVEL
<p>One Network Maintenance Contract (ONMC)</p> <p>The ONMC includes a state highway specification and a local road specification delivered under a lump sum. The contract commenced 1 October 2014 for 7 years and was extended by 2 years from 2021.</p> <p>The contract delivery for some maintenance items over the past year have been adversely affected by Covid, limiting timely delivery, and on-going poor contractor performance. Several concerns have been raised on the contractors ability to meet contract deliverables and performance outcomes, there has been no improvement.</p> <p>Feedback from the community has been critical for some of Council's levels of service delivery and contractor performance.</p> <p>Negotiations between WSP and Waka Kotahi have not been sufficiently resolved, and the existing Contract ceases on 31 October 2023. Council staff are in the process securing alternative contract resources to deliver network maintenance and capital delivery.</p> <p>Network emergency response and cyclic maintenance activities will continue with local suppliers from 1 November 2023.</p> <p>Procurement plans are currently being drawn up and will need to be endorsed by Waka Kotahi.</p>	<p>Timing</p> <p>Financial</p> <p>Resourcing</p> <p>Reputation</p> <p>Network Safety</p> <p>Supplier Availability</p> <p>Waka Kotahi</p>
<p>Capital Programme</p> <p>The Capital programme is currently tracking well and is at various stages of design and delivery. The aim is to have a 90% spend and/or committed at year end.</p> <p>Water services are tracking well against the capital programme. The same challenges remain around professional services and supplier delivery.</p> <p>Parks and Reserves teams are preparing for the spring flush and increased usage of reserves and facilities.</p> <p>Large infrastructure Project Contracts currently let or progressing include Prole Road Urbanisation, Omokoroa Roundabout design, Eastern water supply bore works, Elder Housing Heron Crescent in the tender process, Dave Hume Pool works, Panepane Wharf design and consultation and Te Puke Wastewater treatment Plant upgrade design.</p>	<p>Supplier Availability</p> <p>Weather</p>

<p>SH2 OMOKOROA ROAD INTERIM INTERSECTION UPGRADE</p> <p>Land Purchase Two land parcels are required. Staff are in discussion the owners' agents around details and costs.</p> <p>Stormwater Discharge The project is expected to require a stormwater discharge consent from BOP Regional Council. There is a risk from the industrial discharge affecting the consent requirements.</p> <p>Property Access The alternative Youngson Road property access is currently unresolved, and the designers have been tasked to look at feasibility of alternatives based on the affected landowners' feedback.</p> <p>Overhead Power Supply There is a risk associated with the relocation of the existing overhead powerlines, which are conflicting with the planned earthworks, as they will require temporary relocation into private properties. PowerCo and staff are working with the landowners to resolve this.</p>	<p>Land Purchase</p> <p>Network Utility (PowerCo)</p> <p>Consents</p>
<p>No. 1 Road Pavement reconstruction and widening of 1630m long section of No 1 Road between RP300 and RP1930. Physical works were originally programmed to be undertaken over two years (23/24 and 24/25) however consenting delays and a desire to minimise the impact to kiwifruit traffic will likely require that the project be delivered over three seasons as follows:</p> <ul style="list-style-type: none"> • Year 1: stormwater upgrades, RP300 – 1930 • Year 2: pavement reconstruction and widening, RP 650 – 1930 • Year 3: pavement reconstruction and widening, RP300 – 650 <p>Commencement of physical works during 23/24 construction season is likely to be impacted with changes to the roading contract.</p> <p>The risk of further pavement deterioration has been mitigated by the heavy maintenance treatments implemented earlier this year.</p>	<p>Supplier Availability</p> <p>Service Delivery</p> <p>Timing</p>
<p>No. 4 Road Bridge Reinstatement In January 2023, an extreme storm event destroyed the former bridge that spanned Te Raparaoa-ā-hoe stream on No. 4 Road. A temporary Bailey bridge has been installed to restore access to road users. Investigation and evaluation of options for permanent</p>	<p>Timing</p> <p>Service Delivery</p>

<p>reinstatement of the bridge has been completed. Four options were presented to the No. 4 Road community and other key stakeholders. Community feedback will be presented to the P&M Committee at the workshop on 31 October.</p> <p>To minimise the impact of works on road users, physical works will be programmed to be undertaken outside the kiwifruit packing season (August 2024 onwards).</p>	
<p>Progress on Storm damage</p> <p>Several sites are in the design process. An overarching procurement plan will be developed and tendered for the storm repairs.</p>	<p>Further site deterioration</p> <p>Weather</p>
<p>Katikati Wastewater Treatment Plant (WWTP) Outfall Pipeline</p> <p>Council has a consent to discharge wastewater to the ocean at its Katikati WWTP. A pipe runs from the plant underneath Tauranga harbour, Matakana Island and then out to sea. The pipe has had three failures since 2018, with two of these occurring in the last 12 months. The consequence of the pipe failure is that treated effluent leaks into the harbour. This is an unconsented activity and may lead to legal action from BOP Regional Council. The discharge of treated effluent is also a culturally sensitive issue.</p> <p>A condition assessment report on the recent break suggests the pipeline has less than 5 years of remaining useful life, and further failures can be expected in this time. Previous reports (2019) suggested this pipe would not fail again prior to 2050. Water services have engaged Beca to provide a cost estimate for replacement of the pipe. Water services will also be liaising with the Katikati Wastewater Advisory Group (WWAG) to discuss the issues and available options. Land discharge options are currently being investigated for potential future discharge, however, following consultation with WWAG, Water Services will be in a better position to make recommendations on the most appropriate solution.</p>	<p>Financial Timing</p> <p>Regulation Enforcement</p>
<p>Te Puke Wastewater Treatment Plant (WWTP)</p> <p>The project budget is under severe pressure due to high construction escalation over the last couple of years. The project programme is also under pressure, discussions are ongoing with the project team to better manage that. The programme is further at risk due to the earthworks consent that is being delayed by further information requests by BOP Regional Council and discussions with iwi.</p>	<p>BOPRC</p>
<p>Rangiuru Business Park</p> <p>Quayside Properties Ltd continue to progress development of the Rangiuru Business Park and associated peripheral required works. Earthworks and drainage contracts have been awarded and the Interchange and bridge works are approximately 45% complete. The associated Te Puke Wastewater Treatment Plant upgrade design is being progressed by Council. Council staff</p>	

continue in discussions with Quayside Properties Ltd regarding the Rangiuru Financial Contributions methodology and application.	
Maketu Wastewater Treatment Plant (WWTP) The WWTP irrigation field is non-compliant due to damage to the existing irrigation system causing ponding, which is not allowed under the consent. Council is working with GHD and BOP Regional Council on the design of a new system to rectify this issue.	BOPRC Abatement Notice Financial timing
Drinking Water Compliance The implementation of new legislation regarding drinking water has required Council to improve various components of the drinking water system, including its treatment. A number of actions and projects are underway to bring the system up to standard, with a long-term strategy being implemented through the LTP.	Regulation Enforcement Financial Timing
Elder Housing The site at Heron Crescent, Katikati has been cleared. Four units have been demolished, and seven have been taken away and sold. Council endorsed the initial concept design for replacement units, with conditions that were subject to a successful funding application to the Ministry of Housing and Urban Developments Affordable Housing Fund (MHUD). Council's registration of interest to MHUD'S Affordable Housing Fund was successful, the application was approved through an expedited process. Refurbishment of four of the units that were affected by flooding situated at Waihi Beach, were completed by 18 October. Five tenants returned into their homes on 20 October 2023.	Timing

ATTACHMENTS

1. PM23-4 – Quarterly Scorecard Report Three Months Ending 30 September 2023



Executive Summary

The purpose of this report is to provide a Performance and Monitoring update to the Western Bay of Plenty District Council Senior Leadership Team. This report is for the three months ended 30th September 2023 and includes growth monitoring statistics, work programme & long-term plan activity update & internal services update.

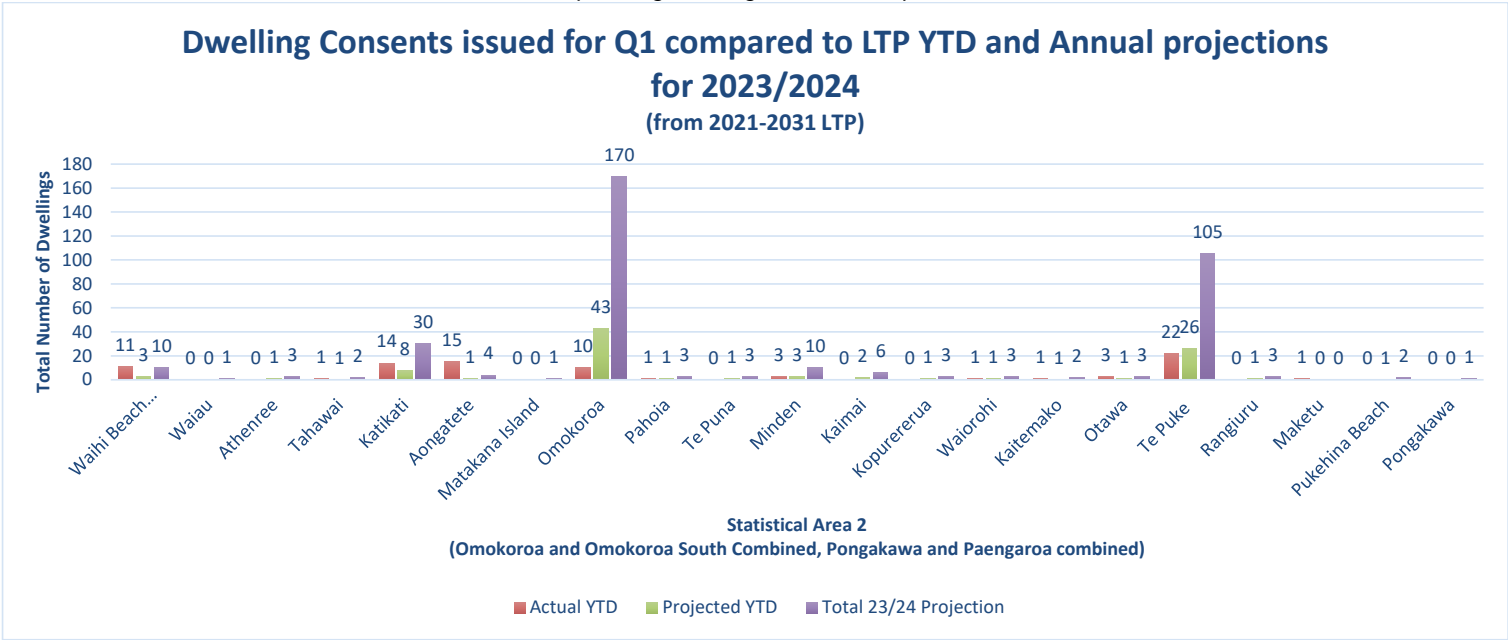
In the September quarter, 85 Dwelling Consents Issued (DCI) were issued for the District, with 58 in residential and 27 in rural areas. Top residential areas for DCIs were Te Puke (22), Katikati (14) and Waihi Beach – Bowentown / Athenree (11). Projected (LTP) Residential DCIs were 96. A total of 26 additional lots were proposed at s223 stage, with 15 in residential and 11 in rural areas. At s224 stage, 85 new lots were created, 62 in residential and 23 in rural areas. There are 361 reporting items, consisting of 240 projects and 121 processes (business as usual). It is reported that 66% of projects and processes have meet their targets, with 94% on time and 98% on budget, under cost or too early to predict.

The reporting items in this report do not include new items initiated as part of the Annual Plan 2023-2024 process. The process for including these (Annual Work Programme) is incomplete and will be completed for the December quarter reporting cycle.

Part One: Growth Monitoring Statistics as at 30 September 2023

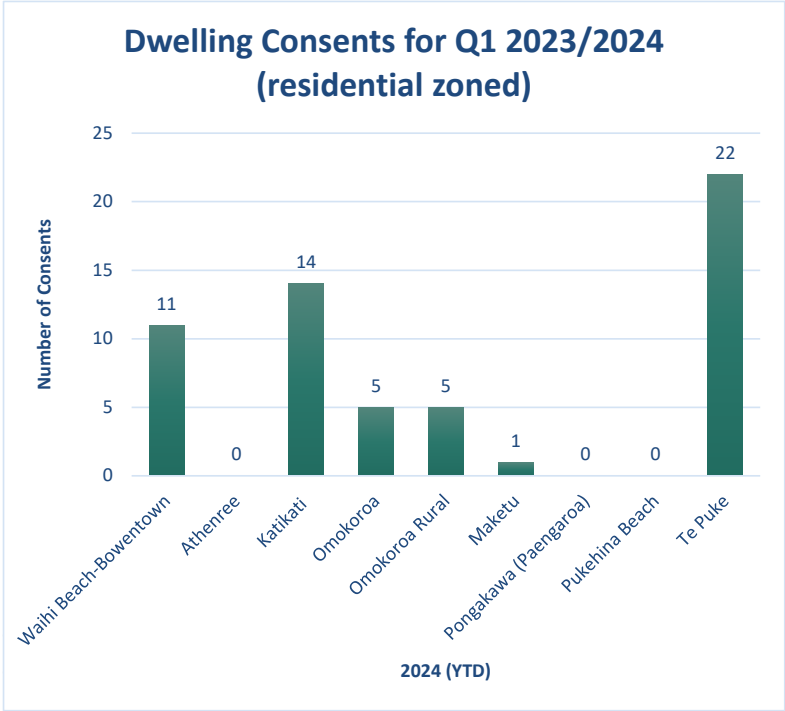
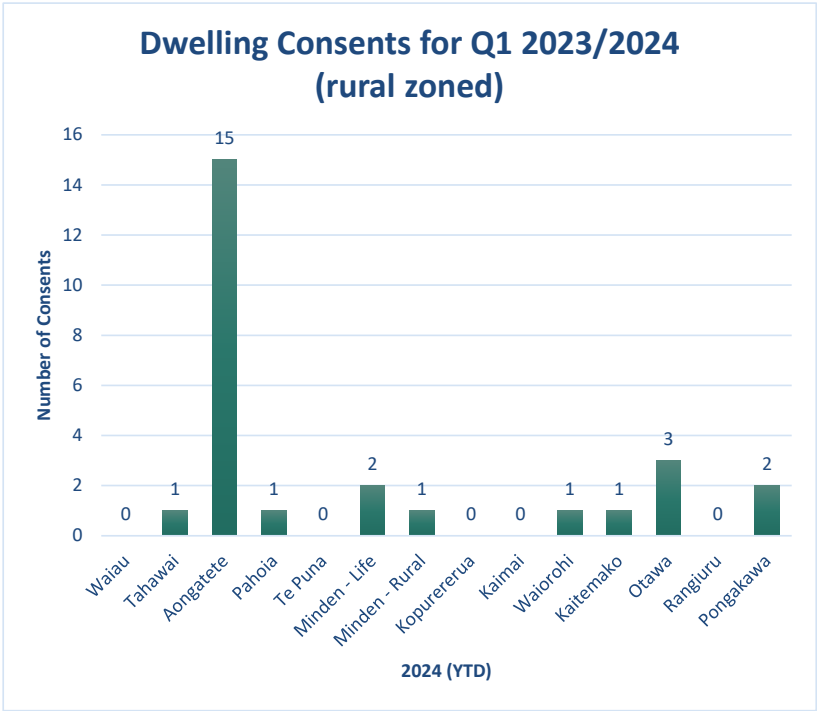
This report provides ward and district level data regarding three indicators of development in the District:

- a. Dwelling consents issued
 - b. Additional lots proposed at subdivision application stage
 - c. Subdivision - New lots created at Section 224 approval stage
- (Note: the actual number of lots created may change during the consent process)



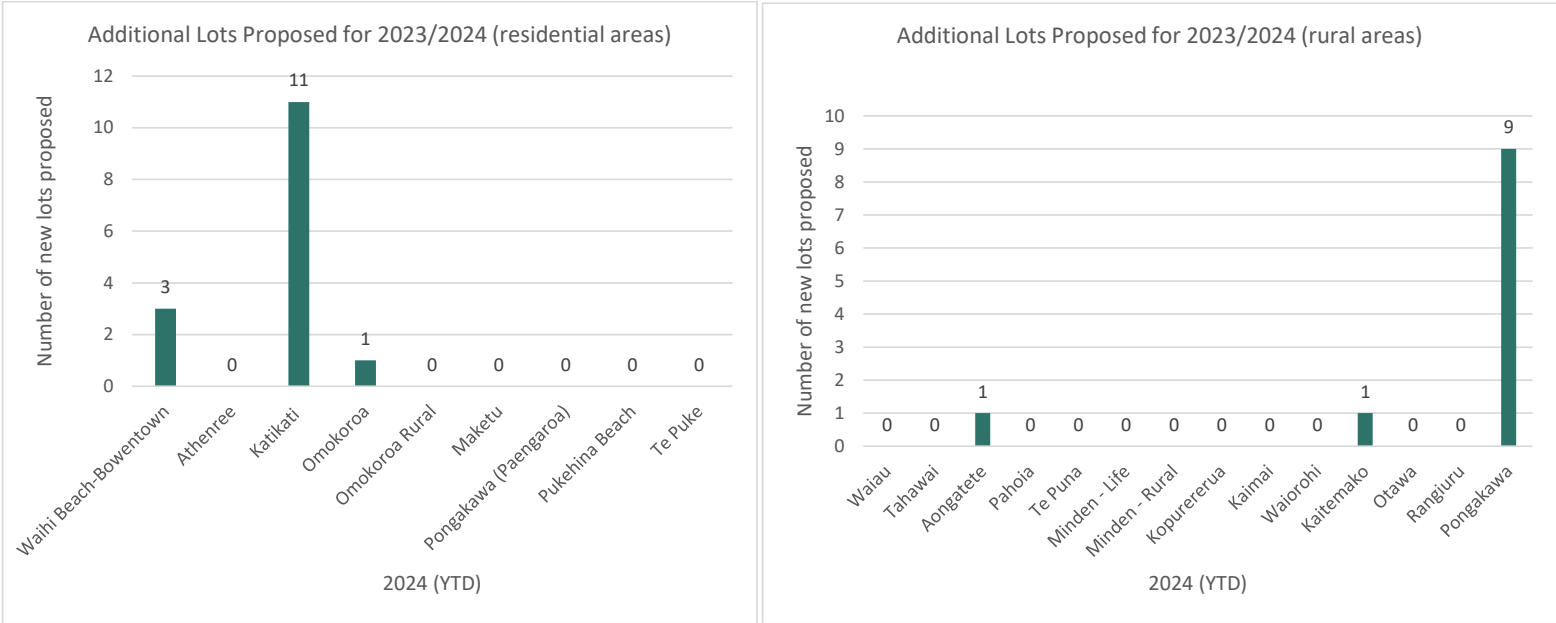
a. Dwelling Consents Issued – By Ward

For the first quarter of the 2023/2024 financial year, there was a total of 85 DCI for the District. 58 of the total dwellings issued came from residential zoned areas and the remaining 27 were from rural zoned areas. The residential areas with the top three DCI were Te Puke (22), Katikati (14) and Waihi Beach – Bowentown / Athenree (11). Overall, in comparison to the projected average DCI for the financial year, the actuals are tracking consistently with the exception of Waihi Beach, Katikati and Aongatete which confirm actual numbers exceed projected numbers and in the case of Aongatete with 15 DCI's exceed the entire year projection of 4. Omokoroa is tracking lower than the forecast average of 40 at 10 DCI.



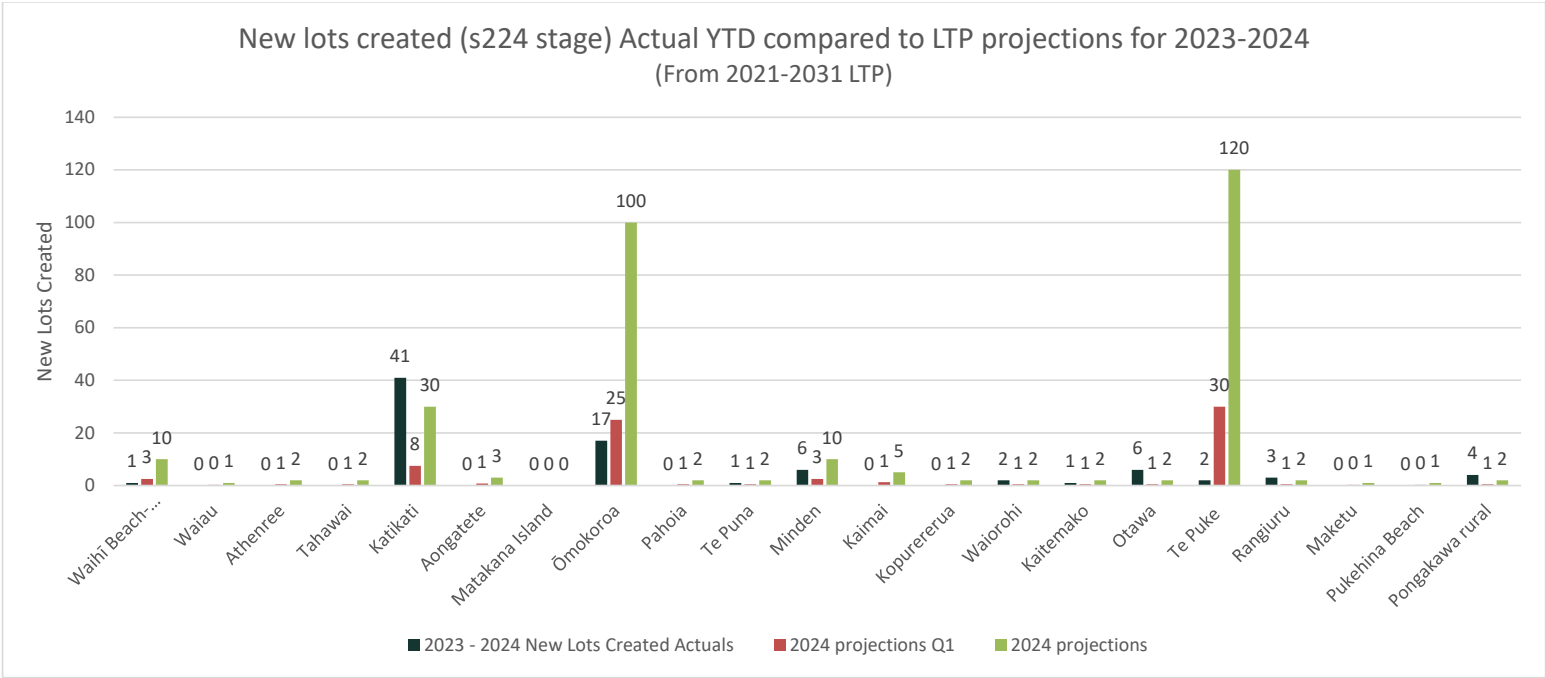
b. Additional Lots Proposed at s223 stage:

For the first quarter of the 2023/2024 year there were a total of 26 additional lots proposed at s223 stage. 15 of the total additional lots proposed were from residential zoned areas, and the remaining 11 were from rural zoned areas. The only residential zoned areas with additional lots within this financial year are in Katikati (11), Waihi Beach – Bowentown (3) and Ōmokoroa (1). In rural zoned areas the only three contributors to s223 lots was Pongakawa (9), Aongatete (1) and Kaitemako (1).

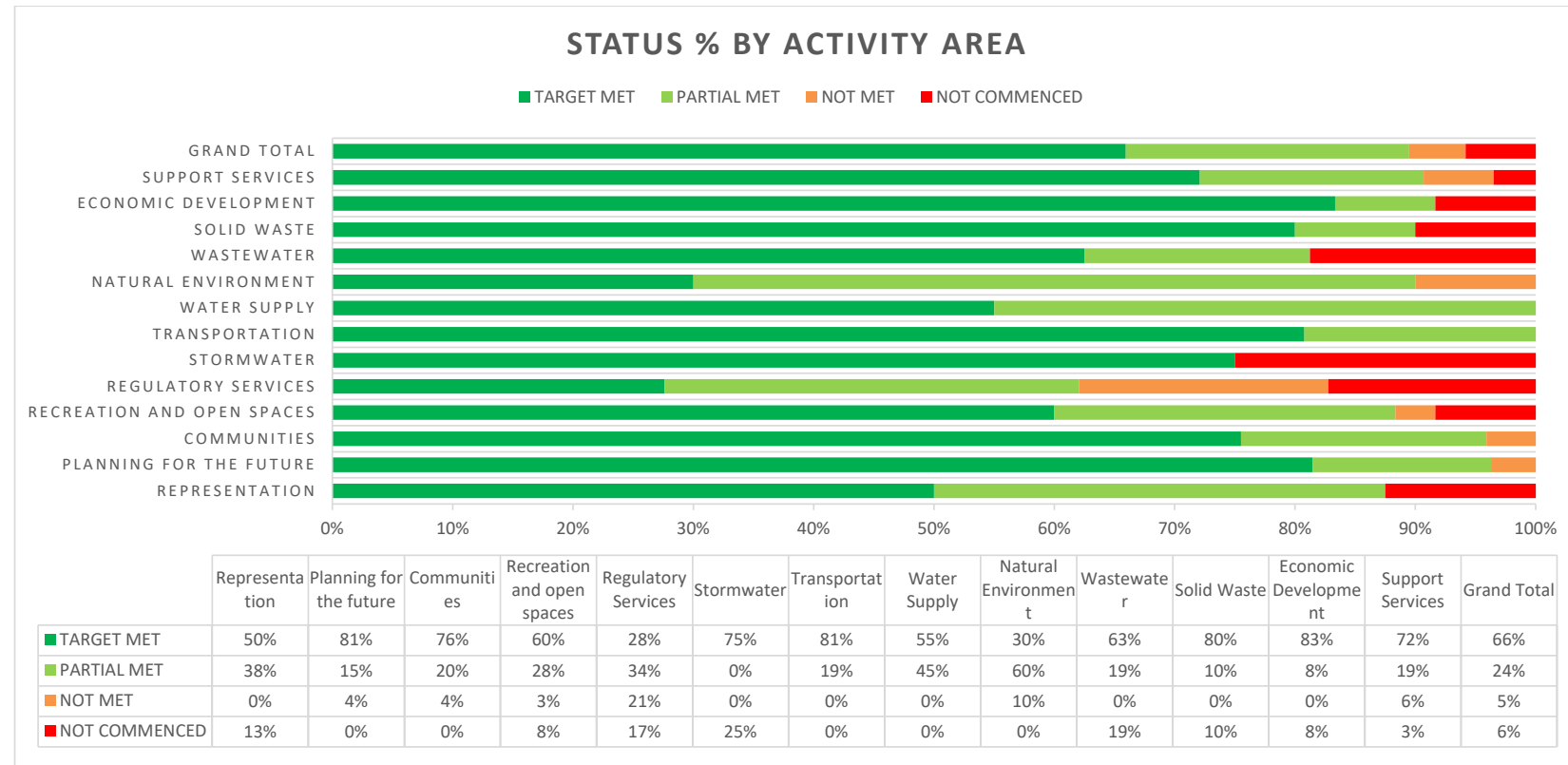


c. New lots created – By Ward

For the first quarter of the 2023/2024 financial year there has been a total of 85 s224 new lots created across the District. 62 of the total s224 new lots created were from residential areas and the remaining 23 were from rural zoned areas. In residential areas, the top urban areas with the most s224 new lots created were Katikati (41) and Ōmokoroa (17). In rural areas, the top three areas with the most s224 new lots created was Minden and Ottawa (6) and rural Pongakawa (4). In comparison to the average projected new lots for Katikati, the Minden and Ottawa are the top three areas where new lots exceed the projected yearly estimates. Te Puke and Ōmokoroa are tracking lower than the average projections for the first quarter.



Part Two: Work programme & Long Term Plan update



Representation

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
Not commenced	1/3	Under schedule		Too early to predict	1/3	Not commenced		Under schedule		Too early to predict	
Not met		On time	3/3	Under cost		Not met		On time	5/5	Under cost	
Partial met		Over schedule		On cost	2/3	Partial met	3/5	Over schedule		On cost	5/5
Target met	2/3			Over cost		Target met	2/5			Over cost	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
Percentage of meetings attended by Elected Members and Community Board members. <ul style="list-style-type: none"> Elected Members at Council and committee meetings. Community Board Members at Community Board meetings. 	≥80% ≥80%	92% 78%	
Level of satisfaction with representation provided by elected members: <ul style="list-style-type: none"> Community Māori 	≥65% ≥65%	46% 34%	

Planning for the future

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
Not commenced		Under schedule		Too early to predict	2/21	Not commenced		Under schedule		<i>Too early to predict</i>	
Not met	1/21	On time	20/21	<i>Under cost</i>		<i>Not met</i>		On time	6/6	<i>Under cost</i>	
Partial met	4/21	Over schedule	1/21	On cost	19/21	<i>Partial met</i>		<i>Over schedule</i>		On cost	6/6
Target met	16/21			<i>Over cost</i>		Target met	6/6			<i>Over cost</i>	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
Plans, strategies, and policies are developed or reviewed in accordance with Council-approved programme.	100%	100%	Key updates: <ul style="list-style-type: none"> Progress on RMA based planning processes is occurring in line with Council's approved programme. Plan Change 92 which enables housing intensification in Ōmokoroa and Te Puke proceeded to a hearing in

			<p>September and a decision is expected by December 2023.</p> <ul style="list-style-type: none"> • Further information has been received by the requestor on Private Plan Change 95 allowing a decision to be made on whether to accept it or not and proceed to public notification and submissions. • In light of new legislation (NBA & SPA) introduced to repeal the RMA the approach to the District Plan Review project is being reassessed for Council's consideration. • Development of concept plans for Beach Road and Tahawai Reserve.
<p>Level of resident satisfaction with the impact of growth on:</p> <ul style="list-style-type: none"> - Range of housing choices - Personal Safety - The time taken to travel around your area - Employment opportunities - Road safety - Overall pleasantness of your local area 	≥70%	32%	

Communities

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
Not commenced		Under schedule		Too early to predict	3/36	Not commenced		Under schedule		<i>Too early to predict</i>	
Not met	2/36	On time	36/36	Under cost	2/36	Not met		On time	13/13	Under cost	
Partial met	7/36	Over schedule		On cost	30/36	Partial met	3/13	Over schedule		On cost	13/13
Target met	27/36			Over cost	1/36	Target met	10/13			Over cost	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
Number of activity performance measures achieved (Community Building, Community Facilities, Libraries & Service Centers)	≥70%	NA	This result can only be calculated at the end of the financial year
Level of resident satisfaction with Community Services based on a two yearly survey. This includes community development, library services and cemeteries.	≥80%	66%	

Recreation and Open Spaces

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
Not commenced	5/55	<i>Under schedule</i>		Too early to predict	9/55	<i>Not commenced</i>		<i>Under schedule</i>		<i>Too early to predict</i>	
Not met	2/55	On time	48/55	Under cost	3/55	<i>Not met</i>		On time	5/5	<i>Under cost</i>	
Partial met	17/55	Over schedule	7/55	On cost	40/55	<i>Partial met</i>		<i>Over schedule</i>		On cost	5/5
Target met	31/55			Over cost	3/55	Target met	5/5			<i>Over cost</i>	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
The percentage of recreational facilities that have an average to excellent grading of equal to or less than 3 (1 excellent, 5 very poor) as identified in the NZ Park and Recreation Asset Grading manual.	≥90%	93%	
Increasing overall resident satisfaction with recreation and open spaces facilities and amenities.	≥81%	75%	

Regulatory

Projects					
Status		Time		Cost	
Not commenced	2/5	<i>Under schedule</i>		Too early to predict	5/5
Not met	2/5	On time	4/5	<i>Under cost</i>	
Partial met	1/5	Over schedule	1/5	<i>On cost</i>	
<i>Target met</i>				<i>Over cost</i>	

Processes					
Status		Time		Cost	
Not commenced	3/24	<i>Under schedule</i>		<i>Too early to predict</i>	
Not met	4/24	On time	24/24	<i>Under cost</i>	
Partial met	9/24	<i>Over schedule</i>		On cost	24/24
Target met	8/24			<i>Over cost</i>	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
Number of successful legal challenges or mediation settlements (exclude weather tightness claims)	0	0	No successful legal challenges or mediation settlements for the Resource Consents activity.
Percentage of service requests that are complaints about Council's processes for: <ul style="list-style-type: none"> - Animal Control - Health and Licensing - District Plan and Bylaw - Compliance - Building - Resource Consents Compliance and Enforcement 	≤3%	0.29%	7 complaints were received out of a total of 2369 Service Requests.

Stormwater

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
Not commenced	2/7	<i>Under schedule</i>		Too early to predict	3/7	<i>Not commenced</i>		<i>Under schedule</i>		<i>Too early to predict</i>	
<i>Not met</i>		On time	6/7	Under cost		<i>Not met</i>		On time	1/1	<i>Under cost</i>	
<i>Partial met</i>		Over schedule	1/7	On cost	3/7	<i>Partial met</i>		<i>Over schedule</i>		On cost	1/1
Target met	5/7			Over cost	1/7	Target met	1/1			<i>Over cost</i>	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
The number of times per annum flooding occurs outside identified flood-prone urban areas during the one-in-50 year or less storm event.	≤3	0	
Level of resident satisfaction with Council's stormwater system	≥65%	57%	

Transportation

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
<i>Not commenced</i>		<i>Under schedule</i>		Too early to predict	3/24	<i>Not commenced</i>		<i>Under schedule</i>		<i>Too early to predict</i>	
<i>Not met</i>		On time	21/24	<i>Under cost</i>		<i>Not met</i>		On time	2/2	<i>Under cost</i>	
Partial met	5/24	Over schedule	3/24	On cost	21/24	<i>Partial met</i>		<i>Over schedule</i>		On cost	2/2
Target met	19/24			<i>Over cost</i>		Target met	2/2			<i>Over cost</i>	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number. - Fatal crashes - Serious injury crashes	≤0 ≤0	NA	This result can only be calculated at the end of the financial year
Level of satisfaction with our transportation networks (roads, cycling and walkways)	≥65%	53%	This result is a cumulation of Roding, Cycling & Walkways results.

Water Supply

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
<i>Not commenced</i>		<i>Under schedule</i>		<i>Too early to predict</i>	<i>6/17</i>	<i>Not commenced</i>		<i>Under schedule</i>		<i>Too early to predict</i>	
<i>Not met</i>		<i>On time</i>	<i>14/17</i>	<i>Under cost</i>		<i>Not met</i>		<i>On time</i>	<i>3/3</i>	<i>Under cost</i>	
<i>Partial met</i>	<i>6/17</i>	<i>Over schedule</i>	<i>3/17</i>	<i>On cost</i>	<i>11/17</i>	<i>Partial met</i>		<i>Over schedule</i>		<i>On cost</i>	<i>3/3</i>
<i>Target met</i>	<i>11/17</i>			<i>Over cost</i>		<i>Target met</i>	<i>3/3</i>			<i>Over cost</i>	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
For the three supply zones the percentage of Council's treated water supply with a Ministry of Health grading as per the New Zealand Drinking Water Standards 2005 (revised 2018). - B or better for treatment - B or better for distribution	100% 100%	100% 100%	This system is not in operation anymore. Compliance has been taken over by Taumata Arawai. A new measure will be determined for future years.
Level of resident satisfaction with the quality of Council's water supply	≥85%	70%	

Natural Environment and Sustainable Living

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
Not commenced		Under schedule		<i>Too early to predict</i>	<i>1/10</i>	Not commenced		Under schedule		<i>Too early to predict</i>	
Not met	<i>1/10</i>	On time	<i>9/10</i>	<i>Under cost</i>		Not met		On time		<i>Under cost</i>	
Partial met	<i>6/10</i>	Over schedule	<i>1/10</i>	On cost	<i>9/10</i>	Partial met		Over schedule		<i>On cost</i>	
Target met	<i>3/10</i>			Over cost		Target met				<i>Over cost</i>	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
Percentage of projects funded through Community Matching Fund that are completed.	≥90%	N/A	The Community Matching Fund has been allocated to 45 recipients. Projects are expected to be delivered by 30 th June 2024.
Percentage of residents who perceive the environment attributes monitored have improved or are being maintained (the features monitored include the quality of streams and rivers, harbours and estuaries, air quality, the amount of noxious weeds, protection of historic places, general level of cleanliness and the amount and quality of native plants and animals).	≥75%	26%	

Wastewater

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
Not commenced	3/12	<i>Under schedule</i>		Too early to predict	3/12	<i>Not commenced</i>		<i>Under schedule</i>		<i>Too early to predict</i>	
<i>Not met</i>		On time	10/12	<i>Under cost</i>		<i>Not met</i>		On time	4/4	<i>Under cost</i>	
Partial met	3/12	Over schedule	2/12	On cost	9/12	Partial met	4/4	<i>Over schedule</i>		On cost	4/4
Target met	6/12			<i>Over cost</i>		<i>Target met</i>				<i>Over cost</i>	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
Compliance with resource consents for each wastewater scheme:			
- Katikati	≥90%	90%	Katikati wastewater plant has become non-compliant for the 12 month rolling mean for Total Nitrogen. Maketu groundwater bores have had a known ongoing non-compliant issue for pH.
- Maketu/Little Waihi	≥96%	90%	
- Te Puke	≥90%	99%	
- Waihi Beach	≥97%	100%	
- Ongare Point	≥95%	100%	
- Level of resident satisfaction with Councils reticulated wastewater disposal system	≥90%	82%	

Solid Waste

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
Not commenced	1/6	<i>Under schedule</i>		Too early to predict	2/6	<i>Not commenced</i>		<i>Under schedule</i>		<i>Too early to predict</i>	
<i>Not met</i>		On time	6/6	<i>Under cost</i>		<i>Not met</i>		On time	4/4	<i>Under cost</i>	
Partial met	1/6	<i>Over schedule</i>		On cost	4/6	<i>Partial met</i>		<i>Over schedule</i>		On cost	4/4
Target met	4/6			<i>Over cost</i>		Target met	4/4			<i>Over cost</i>	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
Percentage of waste recycled or recovered as estimated by solid waste two yearly audit. The audit will be undertaken as per the Solid Waste Analysis protocol issued by Ministry of the Environment.	≥33%	40%	Kerbside results for Jul-Sept quarter 2023 reveal: In total 1269 tonnes of waste was collected – 849 tonnes of that was diverted from landfill.
Percentage level of customer satisfaction with household rubbish disposal methods.	≥80%	68%	

Economic Development

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
Not commenced	1/12	<i>Under schedule</i>		<i>Too early to predict</i>		<i>Not commenced</i>		<i>Under schedule</i>		<i>Too early to predict</i>	
<i>Not met</i>		On time	12/12	<i>Under cost</i>		<i>Not met</i>		<i>On time</i>		<i>Under cost</i>	
Partial met	1/12	<i>Over schedule</i>		On cost	12/12	<i>Partial met</i>		<i>Over schedule</i>		<i>On cost</i>	
Target met	10/12			<i>Over cost</i>		<i>Target met</i>				<i>Over cost</i>	

Work programme		Non-Financial	
Key measures	Target	Result year to date	Narrative
Percentage of economic contracts where key contract requirements have been achieved. Key service delivery contracts held by Priority One, Tourism BOP, Te Puke Economic Development Group, EPIC Te Puke, Katch Katikati and Waihi Beach Events & Promotions	≥90%	N/A	All contractors are on track to meet their KPIs.
Level of resident satisfaction with our role in promoting employment and business opportunities within the sub-region.	≥65%	47%	

Part Three: Support Services – Strategic Priorities

Internal Services

Projects						Processes					
Status		Time		Cost		Status		Time		Cost	
Not commenced	1/32	<i>Under schedule</i>		Too early to predict	2/32	Not commenced	2/54	<i>Under schedule</i>		<i>Too early to predict</i>	
Not met	1/32	On time	30/32	<i>Under cost</i>		Not met	4/54	On time	54/54	<i>Under cost</i>	
Partial met	5/32	Over schedule	2/32	On cost	29/32	Partial met	11/54	<i>Over schedule</i>		On cost	54/54
Target met	25/32			Over cost	1/32	Target met	37/54			<i>Over cost</i>	

Narrative:

- Project 3157- Property-Vehicles-Fleet, the vehicle purchases and disposal programme is on track.
- Project 2858- People and Capability-Performance, Learning, Development, and Coaching - All staff engagement survey under review. This year we have run three surveys in the areas of Health, Safety and Wellbeing and Development and Psychosocial Risk Management. Collectively the surveys show positive results.
- Project 3533- Information Technology – Pilot of Datascape CRM - integration between Ozone Animal Service requests and Datascape CRM in progress by Datacom.