Western Bay of Plenty District Council

063

Bowentown – Pios Shores Cycleway

Have Your Say Options

To help us make an informed decision about the proposed Bowentown – Pios Shores cycleway, you are invited to provide feedback about Options that have been identified with the assistance of the Pio Shores Community Association.

To assist, the Plan on the reverse side shows the four options and is also posted on our cycle way webpage: https://westernbay.govt.nz/.

The Options are;

Option 1

North side of Plom Road and roundabout, cross to the back of the Dunes to the back of Papaunahi Road reserve by tennis courts and turn left onto Papaunahi Road. Turn left into Tuhua Place to exit at cul de sac through access way to Sea Crest Place turn left into Bowentown Boulevard. Exit at cul de sac down access way to Bowentown Domain (Coastguard Building)

Option 1A

Commence as Option 1 above, North side of Plom Road and Roundabout, cross to the back of Dunes to the back of Papaunahi Road reserve and across Papaunahi Road to an access way to the stormwater drainage reserve heading south along the existing walkway, crossing Bowentown Boulevard to Bowentown Domain (Coastguard Building).

Option 2 1st choice

Commence immediately north of the Plom Road/Seaforth Road Roundabout, to the end of the straight using the slip lanes and road, enter the stormwater drainage reserve to the Bowentown Domain (Coastguard Building).

Option 2A

Commence as Option 2 above immediately north of the Plom Road/Seaforth Road Roundabout; turn left into Papaunahi Road and across Papaunahi Road as in Option 1A above to an access way to the storm water drainage reserve heading south along the existing walkway, crossing Bowentown Boulevard to Bowentown Domain (Coastguard Building).

Several people raised the "Dune Cycleway" option, but due to two main reasons being, "approval requirements" from Heritage New Zealand and the Department of Conservation with the associated costs, and the cost to build a suitable cycle way in the back of the dune, we have decided not to progress it.

Can you please therefore rank the options above and return your feedback by 9 July 2018.

a) 1A Option 2nd
b) 2 Option 1st
c) 2A Option 3rd
d) 1 Option 4th

RETURN TO;	
Online	Council's website www.westernbay.govt.nz; or
Post	John Rauputu, Western Bay of Plenty District Council, Private Bag 12803, Tauranga 3143; or
Email	john.rauputu@westernbay.govt.nz, or
Deliver	Council Offices Barkes Corner, Tauranga, Katikati; or Waihi Beach.

Comments

2 is the least obtrusive for residents over the summer when it will be used the most there will be the hazzard of boats and children on the other options

Name G.M & B.D. Burnside

Address 21B Bowentown Blvd Bowentown

Opportunities to talk with Councillors about your feedback will be available at a 'Have Your Say' session to be held on **19 July 2018** at a time and venue to be decided. If you wish to attend this session please let us know below and we will contact you with details about a time.

John Rauputu

From: Have Your Say Western Bay of Plenty <notifications@engagementhq.com>
Sent: Sunday, 1 July 2018 12:05 PM
To: Charlotte Brisby; Emily Watton; John Rauputu
Subject: hansens completed Draft Reserves Management Plan 2018 for the Katikati-Waihi Beach Ward

hansens just submitted the survey 'Draft Reserves Management Plan 2018 for the Katikati-Waihi Beach Ward' with the responses below.

Please have your say by 4pm Monday 9 July 2018

Title:

Mrs

Full Name

Tani Hansen

Organisation

Nil

Postal Address

43 Bowentown Boulevard Bowentown

Postcode

3177

Phone Number

0277019592

Email Address

andrewtanihansen@gmail.com

I/We would like to speak in support of my/our submission at the Council Hearing:

No

Acknowledgment

I acknowledge that the contact details provided in this submission are my own or that I am authorised to submit on behalf of the person or organisation.

Please use the space below to comment on any aspects of the Draft Reserves Management Plan 2018 for the Katikati-Waihi Beach Ward.

I would like to see the following changes to the Draft Reserves Management Plan 2018 for the Katikati-Waihi Beach Ward:

Cycle way through Pio Shores. I support the creation of a cycleway I think the best route for the cycleway is via the Seaforth Road slip roads, into the reserve area by the 'black barn' and into the park opposite the camp ground. This route keeps the cycle traffic away from the Pio Shores residences, uses some exisiting infrastucture and will have minimal impact on the ecology of the area i.e. not in the sand dunes. Thanks Tani

If you have any further information to add, please attach here. Please refer to the topic(s) that your submission relates to - horses, drones or other.

No Answer

065

July 1st - 2018

John Rauputu
Western Bay of Plenty District Council
Private Bag 12803
Tauranga - 3143

Dear Mr Rauputu,

My husband and I are Bowentown / Pio Shores residents and are concerned re the proposed cycleway.
No doubt you have had many submissions regarding the matter of the cycleway and from most, I would say, are not in favour of the proposed cycleway, or the options put forward at the recent meeting at the Waihi Beach Community Centre.
We believe that a designated cycleway in the Pio Shores area is NOT warranted as the roads in this subdivision are wide enough to cater for cyclists and it is also a 50 km area so cars are travelling at a sedate speed. Also there are plenty of slip roads the cyclists could use. People cycling in the area are happy to find their way from the beginning of Pio Shores to Anzac Bay without having a designated route to guide them.
Another downside to forming a cycleway is the cost of the whole project which, as residents, we feel could be spent in a much more profitable way in the Pio Shores area, eg: ongoing storm water problems, new street lamps and improving some of the existing walkways - to name a few.

Walkways in the area are just that - walkways, and used by many people [families with young children] to go to and from the beach. Cyclists would be a hindrance on these designated walkways and particularly with E – Bikes becoming more popular - a collision is more likely than not!

So, our preferred option would be: From the roundabout by the Bowentown Café, along Seaforth Rd [using the slip road] to Papaunahi Rd, turn left and cycle to Bowentown Boulevard, turn left and straight through to the domain where there is already a designated track.

Yours sincerely,

JUDITH & BARRY BORCHARD
18 Wakanoi Place
Pio Shores / Bowentown

066

Submission to Reserves and Facilities - Horses Bylaw Review

Diverted to the separate process

Attachment 7

067

Several people raised the "dune cycleway" option, but due to two main reasons being, "approval requirements" from Heritage New Zealand and the Department of Conservation with the associated costs, and the cost to build a suitable cycle way in the back of the dune, we have decided not to progress it.

Please rank the options above and return your feedback by ***9 July 2018.***

a) ***Option***...2...

b) ***Option***...2A...

c) ***Option***...1...

d) ***Option***...1A...

Comments I do not support option 1 or 1A at all

RETURN TO;	
Post	John Rauputu, Western Bay of Plenty District Council, Private Bag 12803,Tauranga 3143; or
Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Name ...Anne Biabazon...

Address ...13 Wakanoi Place Bowentown...

anne biabazon@gmail.com

Opportunities to talk with Councillors about your feedback will be available at a 'Have Your Say' session to be held on **19 July 2018** at a time and venue to be decided. If you wish to attend this session please let us know below and we will contact you with details about a time.

Yes ☐ No ☑ Please tick

Bowentown – Pios Shores Cycleway

Have Your Say Options

To help us make an informed decision about the proposed Bowentown – Pios Shores cycleway, you are invited to provide feedback on options that have been identified with the assistance of the Pio Shores Community Association.

To assist, the Plan shows the four options and is also posted on our cycle way webpage: www.westernbay.govt.nz/waihibeach-urbancycletrails.

The Options:

Option 1

North side of Plom Road and roundabout, cross to the back of the Dunes to the back of Papaunahi Road reserve by tennis courts and turn left onto Papaunahi Road. Turn left into Tuhua Place to exit at cul de sac through access way to Sea Crest Place turn left into Bowentown Boulevard. Exit at cul de sac down access way to Bowentown Domain (Coastguard Building)

Option 1A

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Option 2

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Option 2A

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068

Several people raised the "dune cycleway" option, but due to two main reasons being, "approval requirements" from Heritage New Zealand and the Department of Conservation with the associated costs, and the cost to build a suitable cycle way in the back of the dune, we have decided not to progress it.

*Please rank the options above and return your feedback by **9 July 2018.***

a) ***Option***2.....

b) ***Option***2A...

c) ***Option***.....

d) ***Option***.....

Comments I do NOT support option 1 or 1A at all

RETURN TO;	
Post	John Rauputu, Western Bay of Plenty District Council, Private Bag 12803,Tauranga 3143; or
Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Name John Brabazon

Address 13 Wakaroa Place

Bowentown

johnandlaurie@xtra.co.nz

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Yes ☐ No ☑ Please tick

Bowentown – Pios Shores Cycleway

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Option 1A

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Option 2

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Option 2A

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Western Bay of Plenty District Council

PEOPLE • PLAN • PROGRESS

Bowentown – Pios Shores Cycleway

Have Your Say Options

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Option 1A

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Option 2

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Option 2A

Commence as Option 2 above immediately north of the Plom Road/Seaforth Road Roundabout; turn left into Papaunahi Road and across Papaunahi Road as in Option 1A above to an access way to the storm water drainage reserve heading south along the existing walkway, crossing Bowentown Boulevard to Bowentown Domain (Coastguard Building).

Several people raised the "Dune Cycleway" option, but due to two main reasons being, "approval requirements" from Heritage New Zealand and the Department of Conservation with the associated costs, and the cost to build a suitable cycle way in the back of the dune, we have decided not to progress it.

Can you please therefore rank the options above and return your feedback by 9 July 2018.

a) ***Option.....*** 2A

b) ***Option.....*** 1A

c) ***Option.....*** —

d) ***Option.....*** —

RETURN TO;	
Online	Council's website **www.westernbay.govt.nz**; or
Post	John Rauputu, Western Bay of Plenty District Council, Private Bag 12803,Tauranga 3143; or
Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Comments BOTH OPTIONS 2A & 1A WOULD NEED PROPER REDEVELOPMENT OF THE RESERVE PATH TO ALLOW FOR BOTH PEDESTRIAN & CYCLE USE. THIS IN MY MIND, WOULD MEAN A PATH AT LEAST 2 METRES WIDE AND LEVEL ACROSS THE WIDTH. CATERING FOR PEDESTRIAN AND 2-WAY CYCLE USE IS VITAL.

I HAVE ONLY RANKED 2 OPTIONS AS I DO NOT AGREE AT ALL WITH THE OTHERS DUE TO SAFETY CONCERNS OPTION 2 WOULD BE FINE, BUT DRIVING IN & OUT OF THE DRIVEWAYS IS WITCHING

Name ROBERT HULME

Address 26 PAPAUNAHI RD BOWENTOWN

bobhulme@xtra.co.nz

Opportunities to talk with Councillors about your feedback will be available at a 'Have Your Say' session to be held on **19 July 2018** at a time and venue to be decided. If you wish to attend this session please let us know below and we will contact you with details about a time.

Yes ☑ No ☐ Please tick

OPTION 1
OPTION 2A
OPTION 1A
OPTION 2
Legend
All options subject to final design and budget constraints

070

...suitable cycle way in the back of the dune, ...

Can you please therefore rank the options above and return your feedback by 9 July 2018.

a)	***Option...2A...***
b)	***Option...1A...***
c)	***Option...1...***
d)	***Option...2...***

RETURN TO;	
Online	Council's website **www.westernbay.govt.nz**; or
Post	John Rauputu, Western Bay of Plenty District Council, Private Bag 12803,Tauranga 3143; or
Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Comments Option 2A would be better as ~~the~~ bikes would not be crossing at the head of Papamoahu Rd, and there would be no dune encroachment for both 1 & 2A the existing path would need to be widened and levelled to allow for 2 way traffic for both bikes and walkers. Option 1 & 2 involves bikers and motorists and walkers therefore not safe options. Option 2 being the worst because bikers would be coming ~~[illegible]~~ in and out of the main ~~[illegible]~~ walking route to Anzac Bay

I found this very difficult to rank as there are no details on what the options would look like (eg how they would be constructed) and what they would cost. Also there are different scenarios being spoken about depending on who you are speaking to. Many different agendas and lots of NIMBY comments do not help!! DO WE REALLY NEED A CYCLE WAY at ALL!!

Name Jeanne Hulme

Address 26 Papamoahu Rd

Pio Shores

(bobhulme@xtra.co.nz)

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Yes ☑ No ☐ Please tick

John Rauparty
Western Bay of Plenty
District Council
Private Bag 12803
Tauranga 3143

071

Several people raised the "dune cycleway" option, but due to two main reasons being, "approval requirements" from Heritage New Zealand and the Department of Conservation with the associated costs, and the cost to build a suitable cycle way in the back of the dune, we have decided not to progress it.

*Please rank the options above and return your feedback by **9 July 2018.***

a) Option 2

b) Option 1

c) Option 1a

d) Option 2a

Comments_____

RETURN TO;	
Post	John Rauputu, Western Bay of Plenty District Council, Private Bag 12803,Tauranga 3143; or
Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Name Toni Paton

Address 62 Papamoa Rd Bowentown

Opportunities to talk with Councillors about your feedback will be available at a 'Have Your Say' session to be held on **19 July 2018** at a time and venue to be decided. If you wish to attend this session please let us know below and we will contact you with details about a time.

Yes ☐ No ☑ Please tick

Several people raised the "dune cycleway" option, but due to two main reasons being, "approval requirements" from Heritage New Zealand and the Department of Conservation with the associated costs, and the cost to build a suitable cycle way in the back of the dune, we have decided not to progress it.

Please rank the options above and return your feedback by ***9 July 2018.***

a) *Option* 2

b) *Option* 1

c) *Option* 1a

d) *Option* 2a

Comments_____

_____

_____

_____

RETURN TO;

Post	John Rauputu, Western Bay of Plenty District Council, Private Bag 12803,Tauranga 3143; or
Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Name Keith Paton

Address 62 Papamoa Rd Papamoa

Opportunities to talk with Councillors about your feedback will be available at a 'Have Your Say' session to be held on **19 July 2018** at a time and venue to be decided. If you wish to attend this session please let us know below and we will contact you with details about a time.

Yes ☐ No ☑ Please tick

Bowentown – Pios Shores Cycleway
Have Your Say Options

Several people raised the "dune cycleway" option, but due to two main reasons being, "approval requirements" from Heritage New Zealand and the Department of Conservation with the associated costs, and the cost to build a suitable cycle way in the back of the dune, we have decided not to progress it.

Please rank the options above and return your feedback by ***9 July 2018.***

a) ***Option 1***

b) ***Option.....***

c) ***Option.....***

d) ***Option.....***

Comments. Oppose options 1A, 2 and 2a. The roadway at the south end of Seaforth Rd South Reserve and below Hilltop Subdivision is already narrow and constrained and to include a cycle path through this narrow stretch will put cyclists and pedestrians too close to vehicular traffic that already has limited forward visibility

There is significant and well established planting on eastern side of Seaforth Rd (backing onto 44-76 Bowentown Blvd) This planting harbours a significant wildlife population, reduces road noise and provides an appealing green zone. The construction of a cycleway is certain to impact into the benefits this planting offers.

Stormwater flooding is already a major unresolved issue for Pio Shore residents, and by WBDC own admission not fully understood and with no clear plan to fix. I feel it would be irresponsible of WBDC to interfere with flood zones and further destabilize their understanding of flooding issues. Before WBDC impacts the floodzones and possible consequences they must have a fully investigated and funded mitigation plan

RETURN TO;	
Post	John Rauputu, Western Bay of Plenty District Council, Private Bag 12803,Tauranga 3143; or
Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Name **.....D and P Lazarus...**

Address **.....58 Bowentown Blvd.....**

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Yes 3 No

Western Bay of Plenty District Council

PEOPLE • PLAN • PROGRESS

Bowentown – Pios Shores Cycleway

Have Your Say Options

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Option 1A

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Option 2

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Option 2A

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Can you please therefore rank the options above and return your feedback by 9 July 2018.

*could not find any form on line to respond - Jack

a) ***Option.....***

b) ***Option.....***

c) ***Option.....***

d) ***Option.....***

RETURN TO;	
Online	Council's website **www.westernbay.govt.nz**; or
Post	John Rauputu, Western Bay of Plenty District Council, Private Bag 12803,Tauranga 3143; or
Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Comments Favour Option 1. If the walkway between Tuhua & Seabreeze is a cycleway what happens to pedestrians & beach access? Option 1A & 2 of what you call a "stormwater drainage reserve" is a great weekly challenge & elderly have trouble now pedestrians, bikes are even more unsafe. Option 2 How does 433 Seaforth access road, this corner is a blind corner. How will this corner be designed? Option 2a will be affected by seasonal flooding, access to park reserve almost 20-30 days a year. Most park users is used by little children, horse and [illegible] safely. Important details have not been provided by council at this time which we hopefully will be given also to comment on eg design of cycleway, width & the barriers, design of cycleway crossings corners & road crossings, speed [illegible]

Name Wendy Harris

Address 433 Seaforth Rd RD Bowentown Katikati 3177

Opportunities to talk with Councillors about your feedback will be available at a 'Have Your Say' session to be held on **19 July 2018** at a time and venue to be decided. If you wish to attend this session please let us know below and we will contact you with details about a time.

Yes ☒ No ☐ Please tick

RECEIVED
23 JUL 2018
WESTERN BAY OF PLENTY DISTRICT COUNCIL

OPTION 1
OPTION 2A
OPTION 1A
OPTION 2
Legend
All options subject to final design and budget constraints

Western Bay of Plenty District Council

PEOPLE • PLAN • PROGRESS

Bowentown – Pios Shores Cycleway

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Option 1A

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Option 2A

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Several people raised the "Dune Cycleway" option, but due to two main reasons being, "approval requirements" from Heritage New Zealand and the Department of Conservation with the associated costs, and the cost to build a suitable cycle way in the back of the dune, we have decided not to progress it.

Can you please therefore rank the options above and return your feedback by 9 July 2018.

a) ***Option....2....***
b) ***Option....2....***
c) ***Option....3....***
d) ***Option....3....***

RETURN TO;	
Online	Council's website **www.westernbay.govt.nz**; or
Post	John Rauputu, Western Bay of Plenty District Council, Private Bag 12803,Tauranga 3143; or
Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Comments

I like this area often and find no problems with traffic even in holiday season. The added cost to construct another cycle way is totally unnecessary

Name Laurell Scullen-Wright

Address 76 Shaw Rd Waihi Beach

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Yes ☐ No ☐ Please tick

RECEIVED
29 JUN 18
WESTERN BAY OF PLENTY DC

OPTION 1
OPTION 2A
OPTION 1A
OPTION 2
Legend
All options subject to final design and budget constraints

075

Attachment 7

Western Bay of Plenty District Council

PEOPLE • PLAN • PROGRESS

Bowentown – Pios Shores Cycleway

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Commence immediately north of the Plom Road/Seaforth Road Roundabout, to the end of the straight using the slip lanes and road, enter the stormwater drainage reserve to the Bowentown Domain (Coastguard Building).

Option 2A

Commence as Option 2 above immediately north of the Plom Road/Seaforth Road Roundabout; turn left into Papaunahi Road and across Papaunahi Road as in Option 1A above to an access way to the storm water drainage reserve heading south along the existing walkway, crossing Bowentown Boulevard to Bowentown Domain (Coastguard Building).

Several people raised the "Dune Cycleway" option, but due to two main reasons being, "approval requirements" from Heritage New Zealand and the Department of Conservation with the associated costs, and the cost to build a suitable cycle way in the back of the dune, we have decided not to progress it.

Can you please therefore rank the options above and return your feedback by 9 July 2018.

a) ***Option***...1.....
b) ***Option***...1a.....
c) ***Option***...2.....
d) ***Option***...2a.

RETURN TO;	
Online	Council's website **www.westernbay.govt.nz**; or
Post	John Rauputu, Western Bay of Plenty District Council, Private Bag 12803,Tauranga 3143; or
Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Comments I have concerns about options 2A in how this cycleway will turn at the corner of Papaunahi Road - This is already a dangerous corner with tight turning for boats and trailers and a bad surface. I also am concerned how the parks could still cater for children and walkers as well as cycles

Name Lesleigh Henderson

Address 433 Seaforth Road
Bowentown
RD1 Katikati 3177

Opportunities to talk with Councillors about your feedback will be available at a 'Have Your Say' session to be held on **19 July 2018** at a time and venue to be decided. If you wish to attend this session please let us know below and we will contact you with details about a time.

Yes ☑ No ☐ Please tick

OPTION 1
OPTION 2A
OPTION 3A
OPTION 2
Legend
All options subject to final design and budget constraints

076

Full Submission 1

SEE SUB 9 AND 14 BELOW

David Colthorpe
142B Paritai Drive
Orakei
Auckland 1071
lsmyth@kiwilink.co.nz

21A Wakanoi Place,
M +64 21 930 603

I'm writing on the cycleway matter. It is a fact that the cycleway has been a topic in WBOPDC planning public documents for about 2 years. So the council community board now take the position that residents have had ample time to contribute to the process.
However the issue Pios Shores residents have is that only now (via the Waihi Beach Cycle Trails aerial plan issued by the WBOPDC last month and the recent erection of pegs and marking) are we in a position to evaluate the impact of the actual route being proposed.
Residents I have spoken to take issue on a number of fronts – in no particular order:

Safety.

There is a risk to cyclists on the proposed cycle crossing at the Plom Rd roundabout due to the high speed of vehicles arriving from the 100Km Bowentown straight. It is unlikely that moving the start of the 50Km area would mitigate this significantly due to the open road nature of the roundabout approach. Another danger area in the proposed plan is where the track traverses a number of residential vehicle crossings where it joins Wakanoi Place and visibility is obscured by trees and bushes (we note there may be a proposal to avoid this by extending the cycleway further and meeting Papaunahi Rd at the tennis courts. This can hardly be considered a good option as it further disrupts the rear dune environment and directly affects even more residents).

Ecological.

The number of endangered NZ dotterels on the surf beach at Pio Shores had plummeted over the last 30 years. About the only place we now see them nesting is in the grass of Bowentown (Gypsy) Park and the rear dune reserve in front of the houses at the Wakanoi Place end of Pio Shores. The WBOPDC plan shows the cycleway (a 2.5m width concrete track) going through both these reserve areas. This is an unnecessary risk to the dotterels. We note also that the reserve areas involved are deemed an "Ecological Area" in the WBOPDC district plan. This use seems completely inconsistent with an ecological area.

Ratepayers rights.

It is understood that the proposed cycleway clearly places priority on encouraging new visitors to the area, and aims to spend the specifically allocated funds while they are available. However this absolutely should not subvert residents rights. The cycleway considerably impacts on the amenity of the residents in the properties adjacent to the proposed cycleway concrete track, most of whom have made considerable investment in those properties so that they can enjoy the peaceful beachside environment. Most will obtain no benefit at all from the cycleway but would have to contend with an increasing volume of group cycle tours, e-bikes and, quite probably, dirt bike riders.

In summary, we strenuously disapprove of the proposal for the following reasons:

- • Pios Shores residents – particularly those in Wakanoi Place - don't want the cycleway but are negatively impacted by it.
- • It has safety and ecological impacts.
- • Spending money on a cycleway around Pios Shores is poor utilisation of funds as there seems little reason for the cycleway. Cyclists are currently able to tour the area without

difficulty via existing pathways and secondary roads.

- Bowentown is a dead-end and plays no part in creating a connected Tauranga and Western Bay of Plenty Urban Cycleway Programme.

A suggestion in the spirit of compromise; terminate the cycleway at the southern end of Bowentown (Gypsy) Park and thereby preserve the current nature and environment of the Pios Shore sub-division, the rear dune ecological area, and at least some of the dotterels nesting area. Allow cyclists their own discretion in how they negotiate the Pios roundabout junction (as they currently do quite successfully) and allow them the choice of any number of existing slip roads, paths and other low traffic routes onward to Anzac Bay.
My wife Lynda and myself are communicating our objection to WBOPDC. We have also communicated the issue to the Dept. of Conservation and Forest and Bird (as far as we know to date neither of these organisations have been consulted).
We ask that the PSSCA support us in our objections to this ill-conceived initiative.
Regards,

Full Submission 9

SEE SUB 1 ABOVE AND 14 BELOW

David Colthorpe
142B Paritai Drive
Orakei
Auckland 1071
lsmyth@kiwilink.co.nz

21A Wakanoi Place,
M +64 21 930 603

From: "David Colthorpe" <david@colthorpe.co.nz> **Date:** 3 June 2018 at 5:42:09 PM NZST
Subject: RE: Cycleway - opportunity to voice concerns
Hi Nigel,
Many thanks for coming around while we had our discussion. I've copied in the other Wakanoi residents so that they can have an opportunity to comment/correct should they so wish.
Probably best to break it down point by point:
1. **The principle of the cycleway.** People are generally in favour of the principle of cycleways, but this is NOT an endorsement to build a cycleway with no regard to its impact. Nor should this be taken as a signal that this is the first priority for spending. Far from it, we only have to look the situation in the streets around us this wet afternoon to see where there are higher priorities.
2. **Traversing the reserve and Pios roads/walkways.** There is very strong opposition to a cycleway within the reserve. This comes from an ecological perspective, as noted, but also there is a strong wish to protect the family and pedestrian friendly nature of the Pios environment generally. This includes our internal roads and particularly the established walkways. There is considerable concern that the highly predictable cycle traffic increase that would result from designating Pios roads and walkways as a cycleway would have a detrimental impact on the lifestyle of the local community.
3. **The route.** The slip roads to Seaforth roadside reserve to barn route is favoured. There looks to be sufficient room in the roadside reserve from the Seaforth bend to the black barn to accommodate a cycleway. However we have no idea how tenable it would be on the cost front – it's pretty swampy around there and a cycleway may have to be elevated by a boardwalk at least part of the way, If this is purely ratepayer funded there's going to be a limit (I noted in the meeting that it was stated that there's not a bucket of government money involved) and this expense should be reconciled with the frankly more urgent issues such as fixing the perennial flooding issues around Pios. An alternative route such as this

could serve to control costs.....

4. **Speed limits.** There was no issue with the relocation of the 50kph as suggested. Regarding lowering the speed limit to 40kph within Pios, as far as the cycleway goes In the below proposal this would have little benefit as Pio's streets aren't employed (except for the slip-roads). To benefit, the 40kph would need to apply for all roads south of the Gypsy park transition. Given the quiet nature of the streets as they stand perhaps the 40kph revision could be retained as an option, and introduced later as experience is gained and traffic volumes increase.

5. **The roundabout.** Land purchase and realignment would probably be ideal but expensive. But even without that, significant improvement could be achieved using some traffic calming measures (humps or chicane, plus "Cyclists – slow" signage) on the roundabout approaches. There are other measures – such as green painted bike lanes which are becoming increasingly common as a way to emphasise the "shared" nature of a roundabout or intersection. A combination of these measures should considerably improve safety. Again, given the need for sensible spending, some of these measures could be retained as an option, and introduced later as experience is gained and traffic volumes increase.

Full Submission 14

SEE SUB 1 and 9 ABOVE

David Colthorpe
142B Paritai Drive
Orakei
Auckland 1071
lsmyth@kiwilink.co.nz

21A Wakanoi Place,
M +64 21 930 603

From: David Colthorpe [mailto:david@colthorpe.co.nz] Sent: Thursday, 21 June 2018 4:53 p.m. To: Garry Macdonald <garry.macdonald@beca.com>; pioshores@gmail.com Cc: David Colthorpe <david@colthorpe.co.nz> Subject: RE: PROPOSED WAIHI BEACH CYCLEWAY - BOWENTOWN/PIO SHORES SECTION

Hi Garry,

Here follows my opinion on the issue (some of this was in recent email exchanges with Peter Dudfield).

Priorities

Firstly – lets always define the degree of priority that this cycleway deserves. It must

be remembered that while people generally say they are in favour of the principle of cycleways, being generally in favour is NOT an endorsement to build a cycleway with no regard to its impact, or its cost. Nor should this be taken as a signal that this is the first priority for spending. Far from it, there are many examples of higher priorities (the inadequate storm water drainage at Pios, the footpaths missing or in disrepair). Any justification for a discretionary project like the cycleway should be thoroughly and visibly reconciled with the requirement to complete other more essential projects. The discretionary project should aim for the lightest, the most creative, and the most cost-controlled solution.

My position

I vigorously oppose the proposed "dunes" cycleway route (Plom Rd to tennis court). It's very simple - building such a blatantly high-impact construction in such a treasured place is completely unacceptable. Furthermore it is unnecessary.

Concerns

My major concerns relating to the "dunes" route are as follows:

• Damage to ecology – the preservation of indigenous biological diversity. From my reading the "dune" cycleway route looks to be in breach of various Bay of Plenty Regional Council's ecology plans and policies. Certainly the area involved in the (we think yet to be consented) extension to the tennis court is regulated by the Bay of Plenty Regional Coastal Environment Plan here and here). In any event any such construction is inconsistent with the WBOPDC's and the BOPRC's stated environmental values and will undermine and destabilise (rather than protect and enhance) the natural coastal environment.

• Coastal protection – it is well understood that, with predicted sea level rise and the increasing risk of coastal inundation, the preservation of protective dunes in their natural state is critical. In fact this forms part of Council's own policy on the issue. Clearly dunes will be impacted by building a concrete track through them. The Council should look to its statutory responsibilities to provide appropriate erosion management whilst also showing a good example to beachgoers, all of whom have a part to play in preserving the dunes. The Council should also act in ways consistent with its partner the BOPRC whose Coast Care programme aims to protect and restore the form and function of the dunes in the Bay of Plenty.

• Community values – in planning policy Council often refers to the preservation of established beach community and lifestyle values. For decades the dunes and beach environment around Pio Shores has provided for traditional beach leisure activities. However the proposed "dunes" route is completely at odds with that. It will change the whole character of the beachside lifestyle and introduce tensions and safety issues for beachgoers of all ages as they are forced to run the gauntlet of a concrete cycleway which is carrying (based on experience from designated cycleways elsewhere) constantly increasing traffic including group cycle tours and e-bikes. Such a situation will have a most detrimental impact on the beach lifestyle of the Bowentown community.

Alternatives

The proposed "dunes" route is unnecessary as there are a number of entirely workable alternate routes. Including:

A. The route can remain outside Pios entirely. The cycleway passes through the "Gypsy" reserve on the estuary side and meets Pios Road at the playground car-park. It now crosses the road (on a painted bike crossing) and goes east on the south side of Pios Rd in the roadside reserve to the café, turns right immediately in front of the café (dismount to pass through the café seating area). Then proceeds south a short distance on the west side of Seaforth before crossing (on a painted bike crossing) to join the slip road on Seaforth where it remains on the slip roads all

the way to the Seaforth Rd South Rec Reserve. From there, either use the Seaforth roadside reserve to the black barn on the coastguard reserve, or turn east to Bowentown Blvd and then south through the access way and so to the coastguard reserve that way.
B. As "A" until reaching a new crossing of Seaforth opposite Papaunahi. Now into Papaunahi but immediately turning right into a new cycleway built in the Pios drainage reserve. The route could go via the drainage reserve in its entirety all the way to the Seaforth Rd South Rec Reserve. From there it could use, as "A", the Seaforth roadside reserve to the black barn, or turn east to Bowentown Blvd and then south to the access way and so to the coastguard reserve that way.
Further comments relating to A & B.

- I've been reading about cycleway management practices. From what I can tell painted track marking and judicious traffic calming measures/signage would make either of these routes entirely viable.
- These routes are supportive of local hospitality interests passing as they do closer to the Bowentown Café and the Boat Club restaurant.
- They allow that at Pios Rd/Seaforth more experienced riders will stay on the normal road to negotiate the roundabout. The less experienced or children can use the café route.

Residents should have final say.
Another important point. I understand Council's preference is, as far as possible, to create a route that provides a scenic outlook for cycleway riders. But let's be clear about the relative weight given to the interests of the various stakeholders involved in this. A general axiom for community planning is that resident ratepayers must have the biggest say. In this case certainly residents can try to accommodate cyclists but ultimately it's unreasonable for residents interests and the character of their community to be compromised to the extent that they would be if the current proposal were to proceed.
The Strava Heat map for the area shows

- There is more walking than cycling in general.
- There is more walking than cycling on the estuary track and the Pios drainage reserve paths.
- Cyclists tend to use the main roads.
- The Pios bark walkway is predominantly used for walking.
- There is considerable walking traffic transecting the proposed "dune' cycleway route (Plom to tennis court). This adds weight to the argument that established beach lifestyle activities will be impacted by such a cycleway.
- The majority of cycling traffic is on Seaforth Rd – both the road itself and its parallel slip roads. This adds weight to the argument that the Seaforth slip roads are acceptable as part of a cycleway route.

Full Submission 2

SEE SUB 52

Graham Parker
42 Awatere Ave
Hamilton
Ph 021 462 130
grahamparkernz@outlook.com
23 Bowentown Boulevard

On 8 May 2018 at 09:14, Graham Parker <grahamparkernz@outlook.com> wrote:

I have to say from the Outset my preferred route has always been the slip road & I made comment to that effect at initial meeting with Andy Kennedy, my suggestions re improvements to Plum Rd was only after Community Board went into "tell & shout" mode at what was from my experience was a very unproductive meeting. At this meeting I made it very clear that the CB had not communicated at all with property owners, something they didn't want to hear.

My experience as a recreational cyclist would tell me continuing the track on dunes beyond tennis court would not make for an enjoyable ride, several short steep sections.

I strongly support the slip road running parallel to black barn option.

If this is consensus of PSSCA, that is great from my stand point & probably doesn't require further input from me.

I am pleased the cycle way is now being well aired by all parties.

Full Submission 3
Cameron Leach
Morning Garry,
On Saturday I had a decent catch up with Peter Roy, and unfortunetly missed you and a few others on one of my fleeting visits. We had a bit of time discussing the options and the "pros and cons" of each.
My biggest concern would be cyclists trafficking through the roundabout if volumes were to increase, and having sufficient width to make it to the first slip lane. The proposed crossing point to the side of Plom Road is in a "slow zone" however I believe we are all aware of motorists behaviour when approaching this roundabout. Realistically this location is the most logical and hopefully the proposed speed restrictions previously talked about will significantly improve this (80 km/h etc) or the slower speed zones round the subdivision.
As previously discussed in the letter the walk way to Wakanoi Place (not Road) is too narrow so I think if we are going to utilise the council reserve it will need to continue passed the tennis courts as commented by Peter R. There has been some concern about the visual impact of the proposed cycleway and the lack of privacy so I believe a good step to help mitigate this would be to offset the track as much as possible and utilise some form of dune plants or similar on the private side of the path. I believe this would be beneficial for the roundabout (one crossing point) and the safety of both cyclists and road traffic.
I would like to see the drainage reserve utilised, however this may require some widening to the paved area. I would also need to see if widenings are possible along the open drain closest to Bowentown Blvd before pushing hard on this route.
Utilising the slip lanes all the way through although having the benefit of pre-existing infrastructure (some widening rather than completely new) however is the width available in all areas to have the minimum shared path width (I believe it is 2.5 to 3.0 m although need to check). This route also has the benefit of being the most direct route to Anzac Bay, however isn't necessarily the most scenic which I believe the casual users would prefer.
If the slip lanes are to be utilised I think it would be good to have a shared path created turning into Papaunahi and into the drainage reserve.
I hope this all makes sense and that I have got my point (s) across, feel free to call me to discuss if anything is unclear.

Full Submission 4

SEE SUB 55

John Borchard
10 The Mews
Shamrock Park
Auckland 2016
jomax100@yahoo.com

449 Seaforth Rd

From: john maxine [mailto:jomax100@yahoo.com] Sent: Thursday, 17 May 2018 11:33 a.m. To: Garry Macdonald

Our property borders on the Papanahi reserve which is a safe area for children to play & residents to wander. It ilso the main access way to the beach for so many Pio Shores residents.
A cycle way thru this reserve is asking for trouble, it would be dangerous for Pio Shores residents who use the reserve for the purpose that it was included in the original subdivision plans.
Roads are for bikes, and as traffic is usually fairly light thru the sub division, I support existing roads be used as this part of the cycleway - no major costs involved.

Full Submission 5

SEE SUB 73

Timoti Harris

433 Seaforth Road
RD 1
Katikati 3177
timoti.harris@gmail.com

From: Timoti Harris [mailto:timoti.harris@gmail.com] **Sent:** Monday, 21 May 2018 5:53 p.m. **To:** Garry Macdonald

Greetings,
Thank you for this update on the proposed cycle track/pathway in the Pio Shores area. To be honest, this is the first we and neighbours had heard of this except for a lucky conversation I had had with Peter the week before this letter from you arrived.
We will make sure we meet with Council on the Saturday you have advised, to share our views on a number of points; the "cycle way" is one as will the state and care given to the lawns, parks and walk ways here at Pio Shores. As you know, I have had a few exchanges through correspondence and have been pleased with some actions taken to make improvements and also not happy with attitudes from one senior staff member of the council. Meanwhile....our thoughts on the cycle way, as you have asked, are simple. We favour that the cycle way goes in front of the houses in Wakanoi. It is safer, it is cleaner air and has no drive ways or traffic anywhere near it. It is public land and surely that is what it is for, the public.
We do not support the use of the service road ways, driveways empty on to them car fumes are right next to cyclists. The crossing of the corner of Papaunahi and Seaforth Roads also creates safety issues.
We will share more details with council, however, we support the use of public land between the houses facing East in Wakanoi and the beginning of the sand dunes.

Full Submission 6
34 Papaunahi Road

Felicity Baillie
4C OLSEN CLOSE
RD 4
HAMILTON 3284
flissb49@icloud.com

From: Felicity Baillie
Sent: Friday, 25 May 2018 10:50 a.m.
To: Garry Macdonald <garry.macdonald@beca.com>
Subject: Re: Special newsletter

Thank you very much, Garry. Sheryl and Lloyd Smith let us know by email. It was nothing official.

We haven't received a newsletter by mail for years but last year did change the email address I gave at an Assn meeting so you would not have been able to reach us that way. Thank you for passing on our email address to Tani.

We are hoping to register our signatures on Lloyd Smith's petition as we are totally opposed to a concrete cycleway going through the Papaunahi Reserve near our property. It would be detrimental in terms of child safety and would detract from the visual integrity of the area, as referred to under your information on covenants.

Alternatively we would certainly support a cycleway being created on the beach side of the dune walkway, as proposed in Lloyd Smith's letter to the sub-committee. In New Plymouth the coastal walk/cycleway (a similar length as the distance along Waihi Beach) has been an outstanding asset and we could have the same.

Full Submission 7

Jennifer Day
1/136 Waratah Street
Matua
Tauranga 3110
thedaze@xtra.co.nz
19 Papaunahi Rd

Jennifer Day
Matheson Day
Jessamy Duske
as Trustees for the Day Family Trust
thedaze@xtra.co.nz
ph 07 576 542
mob 021 1329585

From: Jennifer Day **Sent:** Friday, 25 May 2018 4:05 p.m. **To:** pioshores@gmail.com
Subject: Pio Shores Cycleway

To PSSCA Committee

The Day Family Trust, as owners of 19 Papaunahi Rd, wish to register their concerns re the recently proposed cycleway changes at Pio Shores.

We oppose the cycleway going through the reserve at Plom Road into either Wakanoi Place (the access is too narrow) or along the reserve into the Tennis Court park - this is a flood plain area and any concreting of the current ground will exacerbate the current flooding problems. If the cycleway is then to pass through Papaunahi Reserve this will require earthworks to provide a sufficiently wide pathway as the current pathway has a considerable camber on it and this may conflict with drainage in the park.

If the route goes to the tennis courts then council may think that continuing along the beach reserve walkway would be a good option. This is a walkway - all the public beach accesses from the subdivision pass across this route.

Some access ways require the public to walk along the walkway to reach a beach path. The foot traffic is considerable during holidays, especially families with small vulnerable children. The entire length of the current walkway is subject to flooding therefore considerable earthworks, and bridging would need to be done to raise a cycleway above the flood plain and water table. Widening the current walkway, to meet cycleway requirements, and Introducing paving to the fragile "back dunes" would be contradictory to the aims of Environment Bay of Plenty who are striving to restore and maintain this natural environment.

Therefore our preferred route would be to use the slip roads along Seaforth Rd. This was Council's original plan and would be the most cost effective for ratepayers.

Full Submission 8

SEE SUB 12 VERY SIMILAR COPY

Richard and Joy Bates
101 Waratah Street
Matua
Tauranga 3110
021888271
Richard Bates richardmbates@gmail.com

6 Wakanoi Place

From: Richard Bates [mailto:richardmbates@gmail.com]
Sent: Sunday, 27 May 2018 11:32 a.m.
To: Garry Macdonald <garry.macdonald@beca.com>; Joy Bates <joyabates@gmail.com>
Thanks for taking the time to get our feelings on the cycle way.
While most of us enjoy cycleways we also enjoy walking and getting away from the concrete jungle of the city.
Plonking a 2.5m wide concrete path in front of a number of our houses where we all regularly walk is just not fair.
1. A concrete path will mean cyclists are doing 30km/hr instead of 20km/hr. This is not much fun for the walkers and specially children who play on the current grass reserve. Surely the Health and Safety of the local residents is important?
2. Walking on grass is much nicer than walking on concrete 3. It will look awful and spoil our lovely walkway.
4. Currently there are many local early morning walkers and cyclists who use the current walkway. We have had no noise issues. A concrete path as part of a main cycleway in front of our houses would change all this specially first thing in the morning.
There is a slip road along the main road of the subdivision which is most suitable for cycling. It is already there so no expenditure and ruining of our walkway is necessary.

Full Submission 10

Michael & Jennifer Foley
PO Box 6829,
Auckland 1141
Level 1, 20 Beaumont Street,
Freemans Bay, Auckland 1010
t (09) 379 9182 **f** (09) 379 9560 **m** 027 274 1311
e michael@foleyhughes.co.nz w foleyhughes.co.nz
27 Bowentown Boulevard

From: Michael Foley [mailto:michael@foleyhughes.co.nz] **Sent:** Monday, 4 June 2018 3:48 p.m. **To:** Garry Macdonald <garry.macdonald@beca.com> **Subject:** Bike Trail

Hello Garry

Thank you for your special newsletter regarding proposed cycle way.

We feel the only option is for a designed cycle track and to keep it simple, should continue parallel to the road to Anzac Bay from the Bowentown roundabout. Holiday times and long weekends now sees quite an influx of people and cyclists using our walkways and it becomes difficult to walk anywhere without also negotiating cyclists. For 'health and safety reasons' a dedicated cycle lane would be the best way forward. So we are in favour of Bullet Point 2 on the Summary of Routes being considered.

Also of note Bowentown Boulevard is a 'living street' and during the holidays and public holidays is "busy" - it is a cul-de-sac, the kids (and sometimes adults) use the street as a playground, so it has been a mystery to us as why it would form part of a cycle track. Cars alone are impact enough.

Full Submission 11

SEE SUB 38

Christina Joy Phillips
21 Bexhill Terrace
Tirau 3410
christina.phillips@fonterra.com
25 Bowentown Boulevard

From: Christina Phillips [mailto:Christina.Phillips@fonterra.com] **Sent:** Thursday, 17 May 2018 11:46 a.m. **To:** pioshores@gmail.com **Cc:** Christina Phillips <Christina.Phillips@fonterra.com> **Subject:** cycle track proposal

Hey Gary – awesome initiative to put in a cycle track at pio shores – Gary just a though, as Bowentown boulevard is a 'cul de sac' there seems to be loads of 'little people' on bikes, trikes, and skates and trolleys (aged between 1 and 7) – I suspect because there is no exit, so safety for the littlies.

Below, I have marked in blue a possible 'safer' alternate for the track – this area was originally designed for a footpath as there is loads of room between the back of the houses and the road (but, the walkway ended up at the front where is it now) and it comes out by the large grassed area over the bridge – which would add to the flow of a direct track. – just a thought, as also, the playground is right there also, so a bit of a busy spot.

Cheers

Full Submission 13

Jodi Hurford
38 Bowentown Boulevard
RD 1
Katikati 3177

From: jodi <jodihurf69@gmail.com> Sent: Sunday, June 17, 2018 3:35:58 PM To: Garry Macdonald Subject: FW: Cycle Way

I am new to the area and interested in getting to know what is happening locally.
Thank you for your recent email outlining the current status of the continuation of the cycleway from the Bowentown roundabout through to Anzac Bay. I would just like to point out a few things from a newcomers perspective which may or may not benefit the decision making process.
*As an keen walker and bike rider there definitely needs to be provision for the track to continue from the South end of the harbour track into the "gypsy" park and safely onto Seaforth. I feel this is of major importance.
*Most bike riders I see come straight down the Boulevard on the road and through to the walkway that leads to the cricket pitch, therefore
It would be ludicrous of the council to entertain the idea of putting it through from the Reserve at the base of the hill into the Blvd. My main concern here is this area is completely saturated for days on end after a good rain (which is often lately!) and will need total reconstruction, not to mention the effect it will have on the peacefulness of our cul-de-sac.
*There is a path that stops short of Anzac bay by a few hundred metres. It runs adjacent to Seaforth Rd and is located at the base of the hill. It could well be considered as an alternative route, but definitely would need a good clean up as it is overgrown and obviously neglected by the council
For me to ride in Waihi Beach which I do regularly, I follow the roads or the myriad of existing paths and head toward the roundabout. Once here, I flounder a bit as there is no safe option but to go headlong into the roundabout then precariously alongside Seaforth as it hits the 100 zone until I can get off there once the Harbour side track starts. The other area of concern I see is the fact there is NO connection to Seaforth at the end of the harbour side bike track. To get onto Seaforth you must ride cautiously up Emerton and risk your life as cars deem it unnecessary to stick to the 50 speed limit around here!!
Sorry to be so long winded Garry, but in a nutshell, I feel that the proposes bike track between the two ends of the beach has many issues that need to be sorted prior to getting the track all the way to Anzac Bay.
If I can voice my opinion in any way that could help the cause please advise!
Thanks for your dedication to the Pio Shores community. It has certainly fast become my little piece of paradise.
Regards, Jodi

Full Submission 15

Bruce and Marian Warwick
168 Ongare Point Road
RD 3
Katikati 3170
warwickorch@xtra.co.nz
17 Tuhua Place

From: Bruce and Marian Warwick [mailto:] Sent: Tuesday, 26 June 2018 10:34 a.m. To: Garry Macdonald <garry.macdonald@beca.com> Subject: Proposed Waihi Cycle Way Pio Shores

Hello Garry,

Thankyou for the newsletter on the cycle way. Unfortunately we were unable to attend the meeting on Saturday 23 June. However we would like to add our support to the proposed route, (when we were last speaking to Peter Roy) of Plom Road, along the reserve to the tennis court, into Papaunahi Rd and down the walkway/drain way to Anzac Bay. We have recently walked this route and think it has serious merit for consideration.

We look forward to further updates.

Full Submission 16

Shane and Susan Housley
C/O River Elm Family Trust
11 River Elm
Flagstaff
Hamilton 3210
suehousley@gmail.com
16 Wakanoi Place

From: sue housley [mailto:] Sent: Tuesday, 26 June 2018 4:10 p.m. To: pioshores@gmail.com Subject: cycleway

Hello

Below are our views on the proposed cycle way:

We do not believe there is a need for a designated cycle way. A suggested route for cyclists not wanting to use the Seaforth road would be to use the Seaforth slip road from south of Plom Road , left into Papaunahi Road, through to Bowentown boulevard, through the green belt and then up the road to Anzac Bay.

Our concern is the blind hill as you drop into Anzac bay. There is a tendency for Cyclists coming over the brow of the hill to veer into the middle of the road. The contour could be improved with a line markings for cyclists.

If we had to choose one of the four options given at Saturdays meeting we would favour (2) and (2a)

As suggested in our earlier submission to council we want the barked walk way retained as a walkway only. We are strongly opposed to a cycle way traversing the beach side reserve as this is a special ecological area and is a popular nesting site for dotterel.

We look forward to the next meeting,

089

Full Submission 18

Graham Beswick
653 Crawford Road
RD 1
Tauranga 3171
beswick@farmside.co.nz
51 Bowentown Blvd

From: Graham Sent: Wednesday, 27 June 2018 7:52 p.m. To: Garry Macdonald <garry.macdonald@beca.com> Subject: Re: PIO SHORES CYCLEWAY - "HAVEYOURSAY" DETAILS

thks Garry - hopefully option 1A is the obvious choice as is already a pathway and used for cycles – and think leas impact on existing houses – option 1 seems to just follow Bowentown blvd so assume there will not be any additional specific cycleway along that part? – will return based on 1A only as does not seem any point listing the other options – thanks for help

Full Submission 19

SEE SUB 59

Philip Crotty
4 Upland Road
Remuera
Auckland 1050
crottys@ihug.co.nz
pjebcrotty@gmail.com

15 Tuihana Place
Pios Shores
021878889

From: Philip Crotty [mailto:] Sent: Wednesday, 27 June 2018 8:53 p.m. To: Garry Macdonald <garry.macdonald@beca.com> Subject: Re: PIO SHORES CYCLEWAY - "HAVEYOURSAY" DETAILS

Thanks for the heads up and we will be making a submission.

We would hope the PSSCA Committee would recommend Option 2 as all other options are detrimental to the Pio Shores community. We have been in this community for over 20 years and we can't understand why a cycleway is any sort of infrastructure priority for scarce funding in this area. The drainage problems are a far more important issue. And bikes belong on roads not pristine coastal walkways used by families and retired couples. Keep the cyclists off the reserve or there will be accidents as shared walkways and cycleways don't work in practice and pose a serious health and safety risk.

We've no confidence in the WBOPDC and its staff so we are appointing a QC to review this situation. We've had previous dealings with the WBOPDC staff and in our experience they've proven to be inconsistent, unprofessional and untrustworthy.

We hope the PSSCA Committee will be an advocate for the option which has the least adverse effect on the Pio community.

Western Bay of Plenty District Council

PEOPLE • PLAN • PROGRESS

Bowentown – Pios Shores Cycleway

Have Your Say Options

To help us make an informed decision about the proposed Bowentown – Pios Shores cycleway, you are invited to provide feedback about Options that have been identified with the assistance of the Pio Shores Community Association.

To assist, the Plan on the reverse side shows the four options and is also posted on our cycle way webpage: https://westernbay.govt.nz/.

The Options are;

Option 1

North side of Plom Road and roundabout, cross to the back of the Dunes to the back of Papaunahi Road reserve by tennis courts and turn left onto Papaunahi Road. Turn left into Tuhua Place to exit at cul de sac through access way to Sea Crest Place turn left into Bowentown Boulevard. Exit at cul de sac down access way to Bowentown Domain (Coastguard Building)

Option 1A

Commence as Option 1 above, North side of Plom Road and Roundabout, cross to the back of Dunes to the back of Papaunahi Road reserve and across Papaunahi Road to an access way to the stormwater drainage reserve heading south along the existing walkway, crossing Bowentown Boulevard to Bowentown Domain (Coastguard Building).

Option 2

Commence immediately north of the Plom Road/Seaforth Road Roundabout, to the end of the straight using the slip lanes and road, enter the stormwater drainage reserve to the Bowentown Domain (Coastguard Building).

Option 2A

Commence as Option 2 above immediately north of the Plom Road/Seaforth Road Roundabout; turn left into Papaunahi Road and across Papaunahi Road as in Option 1A above to an access way to the storm water drainage reserve heading south along the existing walkway, crossing Bowentown Boulevard to Bowentown Domain (Coastguard Building).

Several people raised the "Dune Cycleway" option, but due to two main reasons being, "approval requirements" from Heritage New Zealand and the Department of Conservation with the associated costs, and the cost to build a suitable cycle way in the back of the dune, we have decided not to progress it.

Can you please therefore rank the options above and return your feedback by 9 July 2018.

a) *Option* 2
b) *Option* 2A
c) *Option* 1A
d) *Option* 1

RETURN TO;	
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Email	john.rauputu@westernbay.govt.nz, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Comments

Name Leanne Watson

Address 47 Papaunahi Road

Opportunities to talk with Councillors about your feedback will be available at a 'Have Your Say' session to be held on **19 July 2018** at a time and venue to be decided. If you wish to attend this session please let us know below and we will contact you with details about a time.

Yes ☐ No ☑ Please tick

092-09

Submission to Reserves and Facilities - Horses Bylaw Review

Diverted to the separate process

Several people raised the "dune cycleway" option, but due to two main reasons being, "approval requirements" from Heritage New Zealand and the Department of Conservation with the associated costs, and the cost to build a suitable cycle way in the back of the dune, we have decided not to progress it.

Please rank the options above and return your feedback by ***9 July 2018.***

a) ***Option 2...***

b) ***Option...1...***

c) ***Option...2a.....***

d) ***Option...1a.....***

Comments ***I am opposed to all options that run along the back of properties, privacy /noise /crime, as in options 1a 2a_sandune start of option 1. Who would want a cycleway at their back door?***

As a twenty year resident my observations are that serious and casual cyclists predominantly use Seaforth road to Anzac bay and wouldn't deviate to a zig zag track after cycling the 5 kilometres of Seaforth road.

I would encourage council alternatively to invest in extending option 2 . Using the road verge for a concrete multi use path parallel to Seaforth road all the way directly to Anzac bay as that is the primary destination. To improve cyclist safety, provide a safe direct route for Bowentown and Otawhiwhi marae residents / children who now currently walk /cycle the narrow blind corner road verge to Anzac bay

Pio shores sub division is isolated with no growth potential, the roads are wide quiet and direct and has already a pathway network .To replicate what is already there for minimal cycle use seems a waste of ratepayers money

RETURN TO;	
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Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Name **warren olsen**.....

Address **36 Bowentown Boulevaird**.....

.....cell...0277760158.....

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Yes ☐ No x☐x Please tick

095

Attachment 7

PEOPLE • PLAN • PROGRESS

Western Bay of Plenty District Council

Bowentown – Pios Shores Cycleway

Have Your Say Options

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Can you please therefore rank the options above and return your feedback by 9 July 2018.

a) *Option* 1A
b) *Option* 2A
c) *Option* 2
d) *Option* 1

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Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner,Tauranga, Katikati; or Waihi Beach.

Comments

Name Kate Mawson / Phill Dagger
Address 68B Bowentown Boulevard
Waihi Beach

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Yes ☐ No ☑ Please tick

Western Bay of Plenty District Council

PEOPLE • PLAN • PROGRESS

Bowentown – Pios Shores Cycleway

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Can you please therefore rank the options above and return your feedback by 9 July 2018.

a) ***Option***2

b) ***Option***.....

c) ***Option***.....

d) ***Option***.....

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Email	**john.rauputu@westernbay.govt.nz**, or
Deliver	Council Offices Barkes Corner, Tauranga, Katikati; or Waihi Beach.

Comments We favour option 2. However we strongly disaprove of Seaforth road being used in parts. The cycleway should be a designated cycleway separate from vehicles. Full use should be made of sliproads and footpaths to connect sliproads. We strongly object to cycleways on the coastal reserve, which must remain a protected ecological area.

Name Sue Housley

Address 16 Wakanui Place
Pio Shore
Bowentown

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Yes ☑ No ☐ Please tick

Western Bay of Plenty District Council

PEOPLE • PLAN • PROGRESS

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b) *Option.....*
c) *Option.....*
d) *Option.....*

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Name Shane Housley

Address 16 Wakanoi Place
Pio Shore
Bowentown

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Yes ☑ No ☐ Please tick