

Western Bay of Plenty District Council

Change to the District Plan – First Review

Plan Change 41 Omokoroa Walkways

Section 32 Report

Prepared by: Phillip Martelli, Resource Management Manager

1.0 Introduction

1.1. General Introduction and Background

When the Structure Plans for Omokoroa were prepared the community was strongly of the view that the peninsula was made walkable, and this formed the basis for the proposed walkway network. Concerns about the extent and cost of providing such a network was expressed by submissions to the recently adopted Long term Plan. This Plan Change reviews the community's preferences in light of the cost of that provision, alongside the benefits that the community may or may not perceive as desirable in the long term. It reviews both the number and location of the proposed walkways. The focus of the review is on the network that would be needed long term to support the population of Omokoroa when the town of 12,000 people is fully developed.

2.0 Resource Management Act 1991

2.1. Section 32

Before a proposed plan change can be publically notified the Council is required under section 32 ("s.32") of the Act to carry out an evaluation of alternatives, costs and benefits of the proposed review. With regard to the Council's assessment of the proposed plan change s.32 requires the following:

- (3) An evaluation must examine-*
 - (a) the benefits to which each objective is the most appropriate way to achieve the purpose of the Act; and*
 - (b) whether, having regard to their efficiency and effectiveness, the policies, rules or other methods are the most appropriate for achieving the objectives.*

- (a) For the purposes of [[the examinations referred to in subsections (3) and (3A)], an evaluation must take into account-*
 - (a) The benefits and costs of policies, rules or other methods; and*
 - (b) the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules or other methods.*

The benefits and costs are defined as including benefits and cost of any kind, whether monetary or not. This report must evaluate the extent to which the proposed plan change is the most appropriate way to achieve the purpose of the Act.

2.2. Section 74

In accordance with Section 74(2A) of the Act, Council must take into account any relevant planning document recognised by an iwi authority lodged with Council. None of the Iwi Management Plans that have been lodged with Council raise any issues which are of relevance to this Plan Change.

3.0 Consultation

Council engaged with the public to request input prior to the writing of this report, this was done by notices in our local newspapers and a specific information page on the Council website relating to the proposed changes. Feedback was received from five parties. Four sought a reduction in the expenditure on walkways, and there was a particular focus on the walkway proposed between Western Avenue and Kaylene Place. The fifth related to not impacting upon the State Highway.

Council also engaged with the surveying and planning community in the Western Bay of Plenty and Tauranga area via the "Surveyors Newsletter".

A public information and discussion evening was held in the Omokoroa Hall on 6 November, 2012. This provided the opportunity for landowners affected by the proposed network of walkways, and members of the community to gain information about the walkway network, what the costs are, and what savings could be made if the network was reduced. The information provided for the evening is contained in **Attachment A**.

The information shows that if the number of walkways is reduced by half and the three pedestrian/cycle overbridges were deleted, the cost of a section would reduce by \$533. The general feedback from the meeting was that this was not significant enough to justify making substantial changes to the network. However there was consensus that some of the walkways were considered excessive because of their close proximity to streets (footpaths) and other walkways.

4.0 Issue – Extent of Walkways

4.1. Option 1 – Status Quo – Text

Advantages	▪ Provides a very comprehensive network
Disadvantages	▪ Existing provision may be considered excessive in some places
Efficiency/Effectiveness	▪ Not efficient as costs will be incurred where they do not give sufficient benefit.

4.2. Option 2 – Reduce Extent of walkways by 50% and delete pedestrian walkway/cycle overbridges

Advantages	▪ Reduces the cost of a section by approximately \$533
Disadvantages	▪ Significantly impacts on the future walkability of the peninsula as desired by the community.
Efficiency/Effectiveness	▪ Efficient in the reduction of costs, but not effective in meeting the community's objectives of access for walking and cycling.

4.3. Option 3 – Delete specific walkways where there are alternative linkages in close proximity

Advantages	▪ Reduces duplication and associated costs, albeit minor.
Disadvantages	▪ None in particular
Efficiency/Effectiveness	▪ Efficient in the reduction of costs. Effective in meeting the community's objectives of access for walking and cycling.

4.4. Preferred Option

The preferred option is:

Option 3 - Delete specific walkways where there are alternative linkages in close proximity.

There is still a strong community desire for a network of walkways and cycleways that is a combination of on-road (footpaths) and off-road. They are for accessing along the peninsula as well as traversing from one side to the other, and are important to link different residential areas, and various features such as reserves and viewing points.

The walkways suggested for deletion are the following (see also the structure plan map in **Attachment B** and the changes to the Planning Maps in **Attachment C**):

- The walkway parallel and perpendicular to, and between Kaylene Place and Western Avenue and from Omokoroa Road to Hamurana Road Extension (walkways 7 and 9). This walkway is very close to Western Avenue. Without this walkway the link from Western Avenue to Kaylene Place becomes redundant.
- The walkway parallel to the railway line from Omokoroa Road to Hamurana Road extension (walkway 6). With a pedestrian overbridge for Omokoroa Road at the railway, this link is not necessary as an alternative will be available on the southern side of the railway.
- The walkway located north of Tranquil Grove that goes from the existing walkway between Links View Drive and Western Avenue to Hamurana Drive Extension (walkway 8). These two links are very close together and it is not necessary to have both.

Community Information

Why provide walkways?

- Community desire for increased walking opportunities, people are walking more;
- Improve health through exercise;
- Environmental (less traffic movements);
- Community integration, people inter-relate easier with their community if they are 'on foot' instead of in a car;
- Community safety, more eyes and ears;
- Connectivity, quicker or easier to use a walkway to go somewhere (shortcut) rather than drive.

Qualities of a good walkway network

- Must feel safe to use. They should be:
 - Well lit;
 - Not feel claustrophobic (not narrow with high/solid fences);
 - Have passive surveillance from neighbouring properties;
 - Easy to access for those with disabilities, including use of mobility scooters.
- They should also:
 - Provide connectivity,
 - Make it easier to walk to a place than to drive;
 - Link up places of interest e.g. parks, viewing spots, esplanades, shops.
 - Provide a mix of on street (footpaths) and off street experiences,
 - Add value to a community and what the residents feel about their community.

How are walkways funded?

Walkway land purchase and construction is funded from financial contributions.

These are fees paid at the time of subdivision for each new lot created.

The specific fund for walkways is Transportation.

Omokoroa walkways are funded by development in Omokoroa only.

The financial contribution for the 2012/2013 year is \$8,415.

What are the proposed costs?

The current budget for walkways comprises:

Stage 1 Walkways (railway to existing village)	\$2.816m
Stage 2 Walkways (State Highway 2 to railway)	\$4.4m
Pedestrian bridge over railway (Lynley Park – Goldstones)	\$400,000
Pedestrian bridge over Omokoroa Road (Western Ave Reserve)	\$400,000
Pedestrian Bridge over Railway (Omokoroa Road)	\$750,000

Effect on funding if number of walkways reduced

1. If the number of walkways is reduced by half:
Financial contributions drop from \$8,415 to \$8,126 **(-\$289)**
2. If the three pedestrian bridges are deleted:
Financial contributions drop from \$8,415 to \$8,171 **(-\$244)**
3. If 1 and 2 above are adopted:
Financial contributions drop from \$8,415 to \$7,882 **(-\$533)**

Questions to consider

1. Are there too many walkways proposed?
2. Are there not enough walkways proposed?
3. Are some of them in the wrong place?
 - Which ones?
 - Should they be deleted?
 - moved and if so to where?



Width ok, but fences too high



Width ok, can see the end, but fences too high



Good width and planting



Not good: narrow, oppressive, graffiti



Good width, planting



Not good: narrow, overhanging vegetation



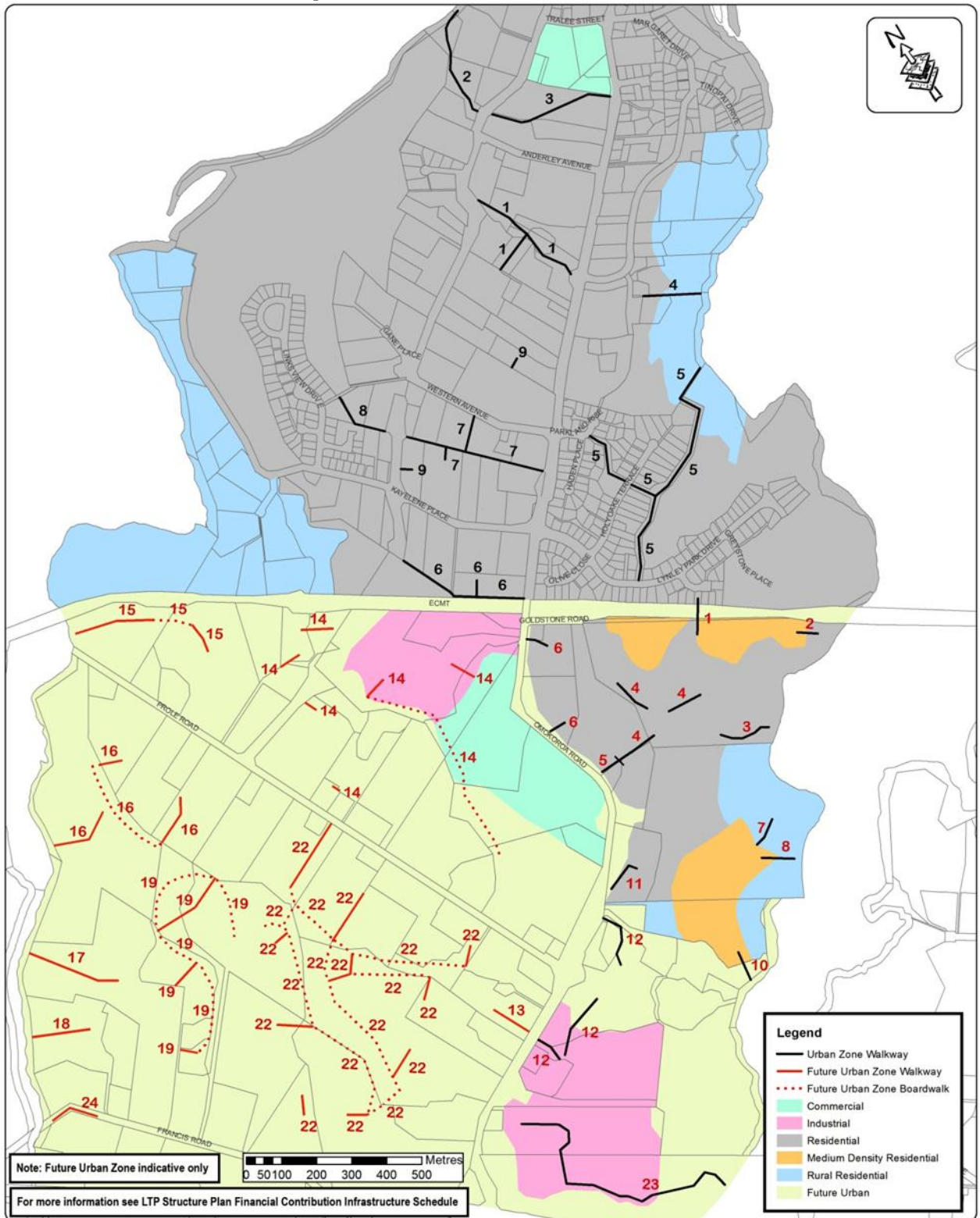
Not good: narrow, cannot see end (dog-leg)

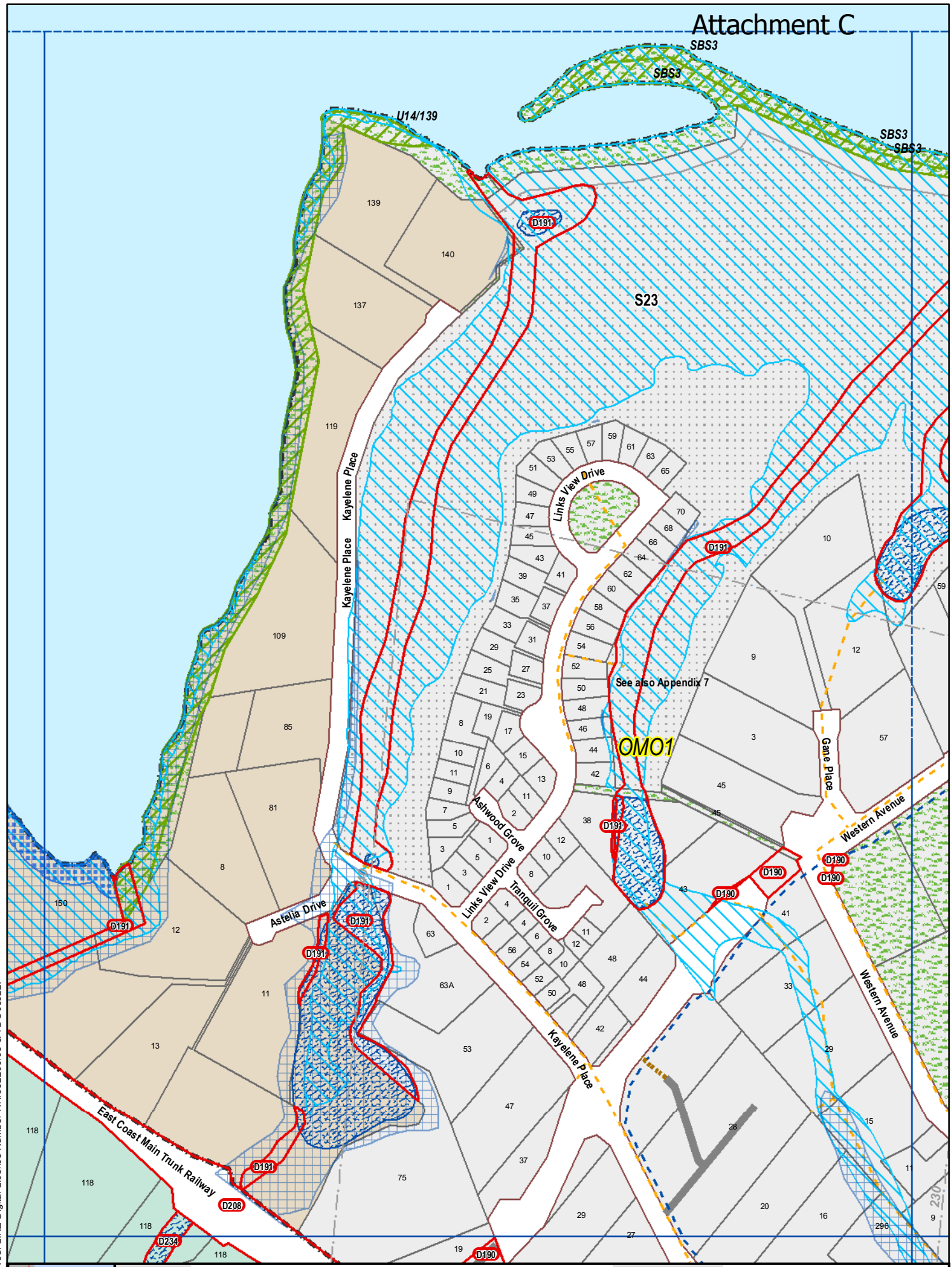


Good

District Plan – Appendix 7 Omokoroa Structure Plan

4.4 Omokoroa Walkway Plan

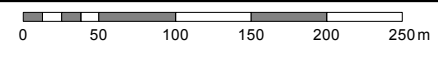
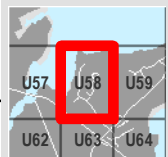




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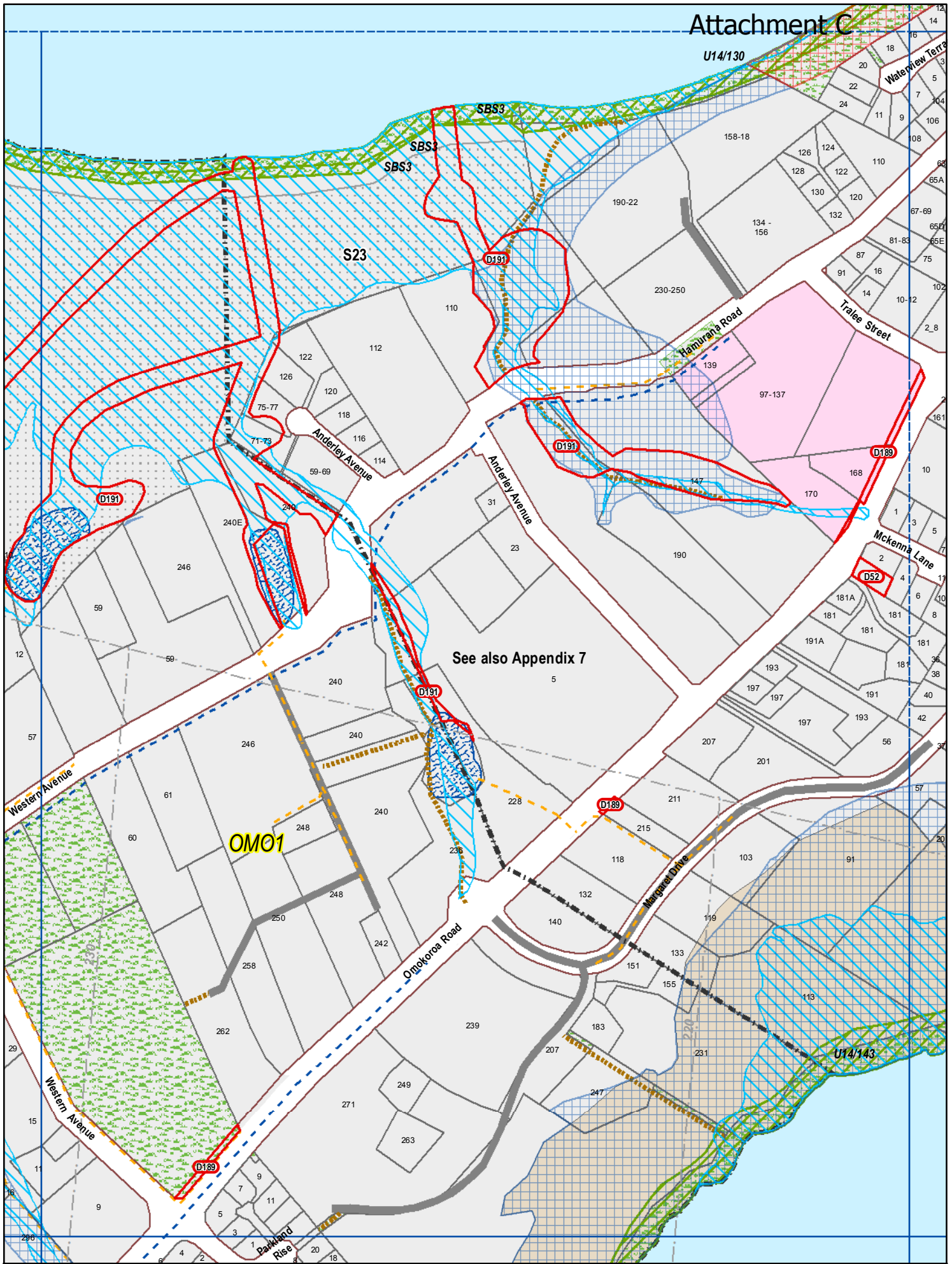
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Omokoroa



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Revision Date: 16 June 2012
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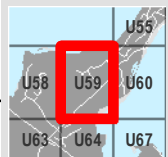


See also Appendix 7

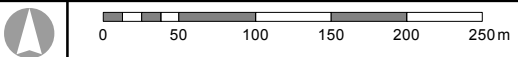
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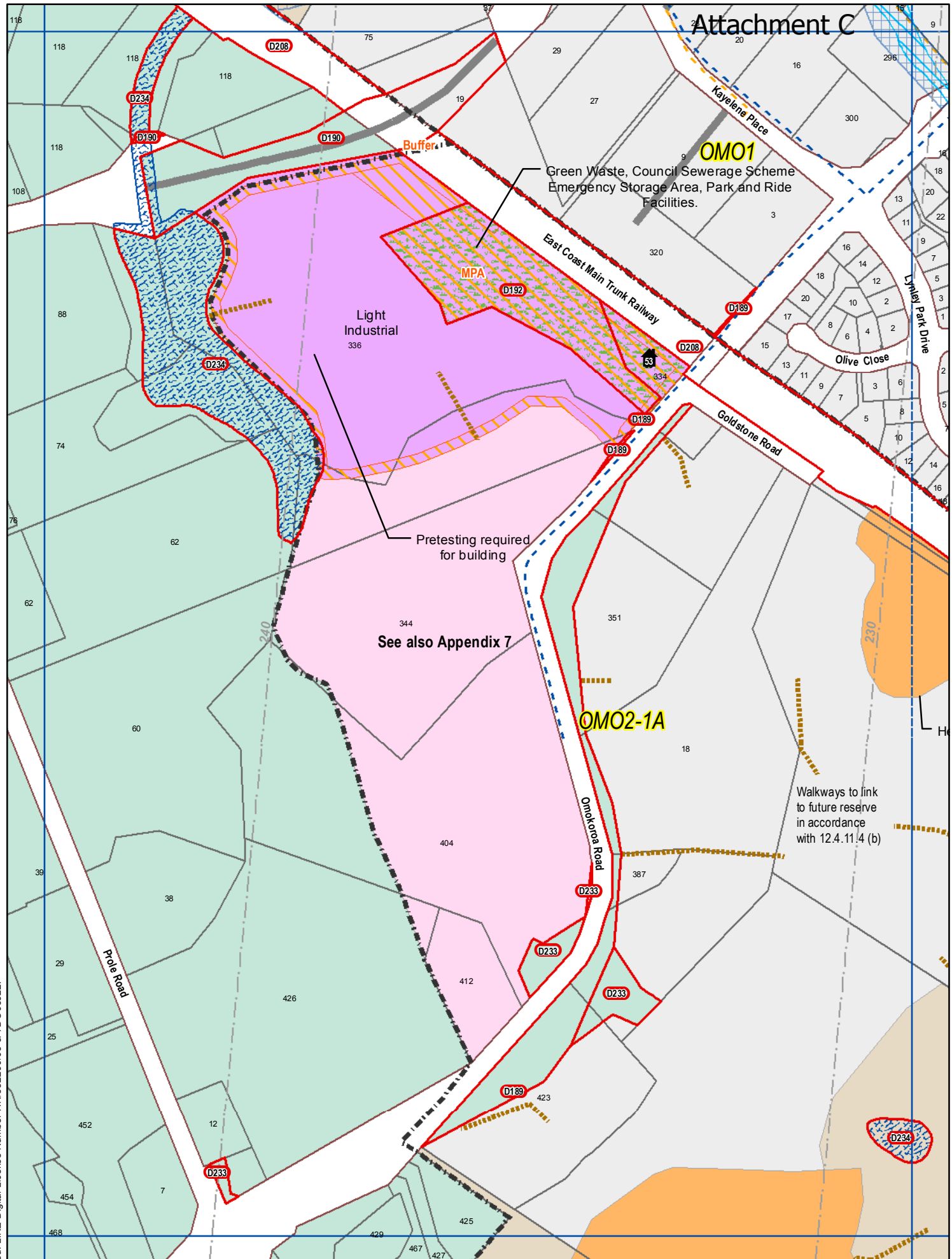


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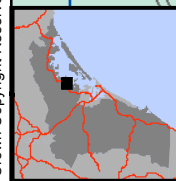


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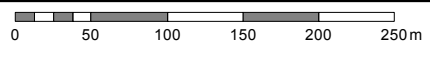
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U65	U66	U68



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