



GREAT LAKE TAUPŌ
Taupō District Council

TAUPŌ DISTRICT COUNCIL
LAKE TERRACE ROUNDABOUT CONSULTATION

COMMUNITY ENGAGEMENT FEEDBACK SUMMARY

MAY 2024

BACKGROUND

Wharewaka East Ltd (the developer) has a resource consent to develop 700+ housing sites at Wharewaka on the east side of Lake Terrace.

When consent was granted, a condition specified a four-leg roundabout is to be installed at the cost of the developer when over 2000 vehicles are measured as consistently using one of the new subdivision roads (Maunganamu Drive) per day.

The consent condition outlines construction of a four-leg roundabout would be constructed at the Lake Terrace and Maunganamu Drive intersection, also connecting Pukenamu Road to the network. The roundabout has been a part of development plans for several years and was an approved notified resource consent, in addition to going through the Environment Court.

In early 2024 the usage threshold was met, and the developer began to plan for installation of a roundabout at the Lake Terrace and Maunganamu Drive intersection.

Once operational, the plans outlined a portion of Pukenamu Road leading up to Wharewaka Road would be permanently closed and turned to reserve land. Council decided to engage with residents on the opportunity to repurpose the closed section of road into something useful for the community.

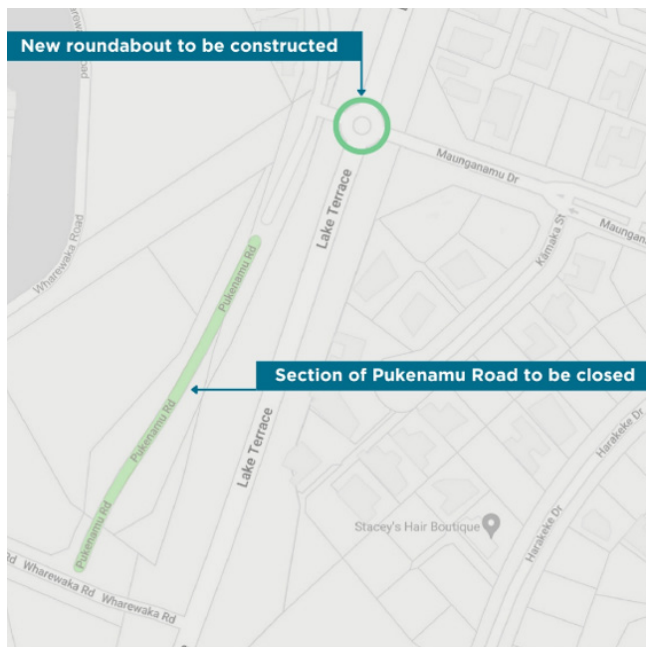


Figure 1: Proposal to connect Pukenamu Road to Lake Terrace and close portion of Pukenamu Road leading to Wharewaka Road

INITIAL ENGAGEMENT

In early 2024, Council undertook initial engagement with the community to learn what aspirations they had for the part of Pukenamu Road that was to be closed following installation of the new roundabout.

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To dig up and remove the closed section of road and return the area to being a reserve or green space is a costly exercise, estimated at \$150,000. All the asphalt, concrete and stones that make up the road would no longer be useful and would have to go to landfill. Rather than spend money doing that work, Council had a unique opportunity to repurpose the closed section of road into something useful for the community.

From 20 February until 15 March 2024 Council sought feedback from surrounding communities on what to do with the closed section of Pukenamu Rd.

Some possible options included:

- Adding some creative play / other elements to the road.
- Leaving the road as is but closed.
- Removing the road and return to reserve/green space.

During the initial engagement period, it became very clear that a large number of Lakeside Terraces

residents did not want to connect the roundabout that would join up Lake Terrace, Maunganamu Rd and Pukenamu Rd. Lakeside Terraces includes Pukenamu Rd, Kuiwai Drive and Kurapoto Lane in Rainbow Point. Residents felt they were not given the opportunity to have their say.

It was considered that the planned four-leg

roundabout had already determined by the resource consents when Council first engaged in February. However, following strong feedback from the community, it was agreed that the four-leg roundabout connecting Pukenamu Rd could be reconsidered by council. As a result, the project was put on hold until Council could engage solely on the topic of connection to the roundabout.

SECOND ROUND ENGAGEMENT

Council undertook a second round of engagement from 3 May to 17 May 2024 directly with just the property owners of the Lakeside Terraces.

The purpose of this engagement was to support residents to have their say on connecting Pukenamu Rd to Lake Terrace via the planned roundabout. Council sought feedback directly from property owners as it was recognised that they were the daily users impacted by the changes.

The online survey stated that Council was conducting a targeted survey exclusively for owners

of the Lakeside Terraces properties. Council asked that they review the information and background details that were provided. Each household was asked to submit one survey response.

The survey also noted that personal information (names, address details etc) will remain confidential and only accumulated information where responses cannot be attributed to identifiable individuals would be made available to the public.

OBJECTIVES

With this project reset, Council needed to find out which residents want to connect to the roundabout and why, as well as those who do not want to connect to the roundabout and why.

Responses to the survey have been carried out in a safe and confidential way. The purpose of gathering information was to provide insight to decision makers.

SCOPE OF WORK

- An online survey to gain this specific community's views.
- The only topic of consultation is to find out whether residents want Pukenamu Rd to connect or not connect to Lake Terrace via a roundabout and why.
- To keep people safe and to run a process that is free from bias, the data from the survey will not be able to be gained by a LGOIMA that will identify any one resident.
- Out of scope is the previously paid development contributions, next steps, or other options.

HOW WE ENGAGED OUR COMMUNITY

- An online survey was sent to property owners via Council's engagement email address.
- Direct follow-up emails were sent via the engagement advisor's email to those who hadn't responded to make sure they received the first email.
- A phone call was made to those who had not completed the survey by the last week it was open.

**FEEDBACK RECEIVED:
NUMBER OF ONLINE SURVEYS COMPLETED: 55.**

This generated a lot of interest from residents of Lakeside Terraces who feel strongly about what is happening in their community. Residents have been well-informed and understand the importance of feedback and participating in this process.

By the deadline of 17 May 2024, 84.6% of identified property owners had completed the online survey. Of those, 90.9% do not agree with the four-legged roundabout and would like a three-leg roundabout where Pukenamu Rd does not connect. This would leave Pukenamu Rd as is.

5.45% of those who completed the survey agreed with the four-legged roundabout that would connect Pukenamu Rd to Lake Terrace, and 3.6% said either option is acceptable.

REASONS FOR ANSWERS TO “YES” OR “EITHER OPTION IS ACCEPTABLE”: 5

Reasons for answers to “Yes” or “Either option is acceptable”: 5.

- Shortened distance north to town.
- Reduce Co2 emissions.
- Reduce the time for emergency services to access the subdivision.
- Safety and traffic flow.
- Roundabouts are safer than a tee intersection.
- No cost to the ratepayer.
- Safety.
- Don't believe exclusivity will be significantly affected.
- Is professionally the best option from engineers, town planners etc perspective.
- Please see attached correspondence for further information.

REASONS FOR ANSWERS TO “NO”: 50

- Not required.
- Maintain private access.
- Changes the whole nature of the subdivision.
- Accessing the boat ramp would mean going on the main road – this is not ideal and puts more stress on main road.
- No need to spend additional money.
- Current access of Wharewaka works well.
- Pukenamu Rd is safe and quiet where kids can play, bike, and walk in the area.
- Would create more traffic on Pukenamu Rd, making it unsafe for kids.
- Safety concerns.
- Additional traffic movements into Pukenamu Rd.
- Waste of money.
- Waste of taxpayer money.
- Lacks common sense.
- Makes Lakeside less safe, less secure.
- Makes Lakeside more accessible to sightseers and boatees.
- Already have issues with boy racers in Secombe Park.
- No advantage.
- Additional non-residents.
- Further to travel to get to the boat ramp and the need to turn across traffic on the main road.
- Want the privacy of the present access.
- Cost saving.
- Safety of present access – avoids congestion on Lake Terrace, especially to beach or jetty.
- Traffic already builds up at the roundabout to supermarket.
- Privacy - guaranteed to have increased traffic as more “Sunday Drivers” taking a look down Pukenamu Rd.
- Ease of access to the lake.
- Safety for pedestrians and mobility scooters traversing from Wharewaka Rd towards town along the Lakeside Terrace walkway.
- Have a negative effect on property values within the Lakeside subdivision, would add to noise levels with vehicles (especially heavy vehicles) accelerating and decelerating into and out of the roundabout.
- Align with the general wishes of Lakeside residents.
- Safer for non-vehicular traffic.
- The current access was one of the big attractions to buying the property.

- Unique entrance to Pukenamu Road which gives the street a holiday/tranquil feel about it.
- A four-legged roundabout will create an additional crossing for pedestrians and other footpath users on Lake Terrace.
- The distance is saved, only if heading towards town.
- With the speed limit now at 50km/hr the T intersection at Wharewaka is a lot safer.
- Has consideration been given to cyclist's safety at a 4-legged roundabout?
- Increased noise.
- Prior consent for state highway outdated.
- Argument re emissions is not measurable this is only a broad assumption.
- A four-legged roundabout will create access off Lake Terrace from the roundabout directly into the estate by way of 'wrong turn' thinking they will access the boat ramp and parklands, whereas the current Pukenamu Rd access is not confusing for motorist/tourist.
- More difficult exit from Lakeside because the high volume of traffic entering the roundabout from Nga Roto Estate and from Lake Terrace will have right of way.
- No logical reason.
- Negative consequences far outweigh the potential benefits.
- The suggested benefits (attributed to the transport team) from reduced journey distances (1.2 km) and emissions are trivial and 'grasping at straws'.
- Prestige - I believe Lakeside subdivision is one of Taupo's prestigious subdivisions which we want to protect.
- Increased traffic on private laneways.
- The size of the Pukenamu Rd subdivision area is contained and not increasing, so traffic flow from this area will remain constant and not add any danger to the Wharewaka Rd intersection.
- Less community peace and safety.
- The issue of saving time is a joke.
- Makes the boat ramp harder to access.
- We will lose financially as our house will devalue due to being very near to a roundabout.
- Closing off Pukenamu Road from Wharewaka Road and making it into a reserve/park area would force elderly pedestrians out onto Lake Terrace and having to negotiate one major roundabout.
- Lack of research information that clearly details how this proposal would change safety, access, flow.
- The proposed roundabout will have high volumes of traffic entering from the Nga Roto Estate and from Lake Terrace and will therefore make it difficult for vehicles attempting to enter it from Pukenamu Road.
- If a roundabout is necessary for providing safe entry to, and exit from, the Nga Roto Estate it could very easily be designed so that no change is made to the present road access to the Lakeside residential area.

OTHER SUGGESTIONS:

- Have a roundabout at Wharewaka Rd and Lake Terrace and one at Maunganamu Drive and Lake Terrace.
- If safety is a major concern, we would rather see the contribution go towards an additional roundabout at Wharewaka Rd/Lake Terrace; this combined with the savings made in not having to modify Pukenamu Road would be a decent amount towards another roundabout.
- The cost to close the current Pukenamu Road entrance would be excessive, therefore these funds should be used elsewhere.
- The opportunity to improve the visual amenity at the access to Pukenamu Road is a worthy objective. The funds allocated to the unnecessary Pukenamu access to the roundabout could more properly and effectively be put to this use.

BENEFITS OF ENGAGEMENT

Even though the initial engagement topic was not a successful venture, the process allowed us to connect with the community and hear their thoughts. If we hadn't gone out to the community to gain their thoughts on some potential possibilities, we wouldn't have had the feedback from Lakeside Terraces residents about the roundabout as a side topic.

PRESENTATIONS

16 out of the 55 who submitted would like to present to the Reserves and Roading committee meeting on 10 September 2024. 15 presenters are against the proposal, and one is for the proposal.

Pukenamu Road – Round 2 Engagement – April 2024 – Additional Feedback submitted via email.

PROPOSED ROUNDABOUT – MAUNGANAMU DRIVE & LAKE TERRACE

To Whom It May Concern,

We understand that the one of the options under considerations for the above mentioned roundabout is to include a fourth exit on to Pukenamu Road. We understand that should Pukenamu Road be linked in, the section of Pukenamu Road from the roundabout to Wharewaka Road would be removed.

We are **strongly opposed to the connection of Pukenamu to Lake Terrace via the roundabout** for the reasons summarised by the following.

1. Pukenamu Road is a nice quiet road with little traffic and a tranquil feel as you drive in from Wharewaka Road. The current access to Pukenamu Rd was one of the big attractions to buying our property. Destruction of the current entrance to Pukenamu and making a roundabout adjacent to the beginning of the residences will destroy this aspect of the neighbourhood.
 2. We are concerned as one of the closest properties to the roundabout in terms of;
 - a. Noise
 - b. Additional traffic past our property, wrong turns, Sunday drivers etc
 - c. A negative effect on the valuation of our property
 3. As explained to us at the meeting on the 7th of March the main reason for this is for Safety, which we understand is based on the residents utilising Pukenamu Rd will access Lake Terrace via a Roundabout as opposed to a T Intersection. Have the following circumstances been taken into account;
 - a. A four-exit roundabout will require a crossing in the existing footpath along Lake Terrace. This footpath is well used by a lot of people exercising or access from Somerset Retirement Village. A 3-exit roundabout will leave the footpath uninterrupted and be the safest option for pedestrians and cyclists.
 - b. During holiday periods, for which Pukenamu Road is at its busiest, a lot of the traffic is heading to the 3 Mile Boat Ramp. Currently this can be done without travel on a major road. The roundabout will require traffic with Boats to take the roundabout on to Lake Terrace then the T intersection on to Wharewaka Rd to get to 3 Mile Boat Ramp. This to us seems both detrimental to safety and to traffic on Lake Terrace. Traffic to the boat ramp will add to congestion at the roundabout as well as pedestrian conflict with Pukenamu/Lake Terrace footpaths.
If safety is a major concern wouldn't an additional 3 exit roundabout at Wharewaka Road to Lake Terrace be a better investment? This would reduce the risk for all of the Wharewaka area residents not just Pukenamu Road residents.
 4. Costs – the removal of the road and restoring it to park seems a waste of rate payers money.
 5. We would rather see the contribution from the Pukenamu Road development go to the maintenance of the road or a roundabout at the Wharewaka Rd/Lake Terrace T intersection.
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02.04.24

To Rose Prisk
Community Engagement Advisor
Taupo District Council

Subject: Pukenuamu Road

Dear Rose,

My wife and I moved to Taupo 18 months ago to retire. We chose Pukenuamu Rd as it is a no exit road and does not feed directly off the busy main Lake Terrace Rd. We considered these important factors to ensure our safety, security and privacy because the existing Pukenuamu Rd entry position naturally limits unnecessary general public vehicle and pedestrian use from Lake Terrace Road.

We attended the 7th March meeting and whilst I did not agree with the manner in which some residents behaved we understood from the Council Representative that council are happy to listen to all residents point of view in writing.

We do not object to a roundabout at the intersection of Lake Terrace Rd and Maunganui Drive as long as it is **ONLY 3 WAY** and **DOES NOT** feed into Pukenuamu Rd and Pukenuamu Road remains untouched for the already mentioned reasons of safety, security and privacy.

We also oppose a skateboard park or similar as proven in other areas it attracts elements of anti-social behaviour like graffiti, drinking, and worse particularly enhanced by being potentially situated in a non-visible position.

In regard to another matter, we have noticed in the short time we have lived here the presence of boats and cars thinking Pukenuamu Rd is the access road to the lake. It would be appreciated if Council could install an additional sign "No Lake Access" on the Pukenuamu Rd sign to eliminate this continual confusion.

How do we go about getting Council to consider and install such a sign?

In summary, please can Council leave Pukenuamu Rd as is to maintain the original concept integrity intended for this subdivision of which we purchased this property for.

30th April 2024

Dear Rose,

Pukenuamu Road Roundabout Submission

We are permanent residents in the Lakeside subdivision where we have lived since the completion of our build in Nov 2012.

We appreciate there is a continual need for roading and infrastructure improvements in Taupo due to the increased housing and commercial/industrial developments in recent years and we totally support the work of TDC to facilitate this growth provided expenditure is managed sensibly and within our means.

However, it is of concern that our mayor has publicly stated that our rates are likely to increase by "double digit" figures when the review is finalised. For this reason, it is paramount that TDC ensures that all proposed expenditure is critically examined before approval in the LTP.

With this in mind and in consideration of the proposed Pukenamu Road Roundabout, we wish to advise that we are ...

- Absolutely opposed to having the Pukenamu Road shortened and connected directly to the proposed 4-way roundabout on Lake Terrace.
- Fully supportive of retaining the status quo being the continuation of Lakeside access to Lake Terrace from Pukenamu Road via Wharewaka Road.

1.0 Traffic Volumes :

Having lived on Pukenamu since 2012 and used the existing roading layout since then to access Lake Terrace via Wharewaka Road, we can honestly say that we have never ever encountered any hold ups or congestion through these two intersections. This also applies to more recent times as well, now that most of the sections have been developed/occupied and even during the peak holiday periods when most dwellings are fully occupied, the beaches are extremely popular and the boat ramp is fully utilised. The exception to this is when the Iron Man or other sporting events take place but even then, there are rarely any issues exiting on to Lake Terrace.

At no time have we found turning on to Lake Terrace or turning into Wharewaka/Pukenamu difficult or hazardous.

The TDC recently installed a traffic monitoring device (on or about 15 April 2024) on Pukenamu Road just before it meets Wharewaka Road so it will be interesting to see the results of this monitoring compared with earlier monitoring on the same road. It will also be interesting to see all the monitoring results for the traffic flow ex Wharewaka.

The fact is that there are hardly any holdups on either intersections and as there is little undeveloped land in Wharewaka or Lakeside, the current volume of vehicle traffic passing through this area is unlikely to increase. So what is the point of changing the current layout ?

In the event that Pukenamu Road is linked to the proposed roundabout, then the traffic flow dynamics is likely to change dramatically which is of considerable concern with vehicles mistakenly trying to access the reserve, the lakeside beaches and boat ramp only to find it is a dead end. Turning around and back tracking, particularly with a boat or such like will undoubtedly lead to safety issues.

2.0 Safety & Security :

These are extremely important considerations which have been covered extensively by several Lakeside residents in their submissions. In general, we support the views expressed by them and we see no need to add further comment other than to say that currently, because there is a limited amount of pedestrian and vehicle traffic passing through Lakeside, the residents of all ages are able to enjoy a peaceful and relatively safe environment. This is one of the reasons we invested our future living in this subdivision. So why change it unnecessarily?

3.0 “Repurposing” :

Besides strongly opposing the Pukenamu Roundabout connection, we are equally opposed to both the proposed options being “Creative Play/Other Elements” and “Leave the Road as is but closed”.

Like many other Lakeside Property owners, when we originally purchased our section in 2010, we did so on the clear understanding that in the event that Pukenamu Road joined Lake Terrace adjacent to No.2, then the disused gully road section would be closed, removed and the ground would be reinstated as reserve/green space.

“Creative Play/Other Elements”:

The notion of converting the proposed “closed section” into some sort of developed outdoor activity/play area simply does not make sense. On the one side there is the Summerset Retirement Village and on the other side is the Lakeside subdivision, both with a high percentage of retired residents and very few children and young adults.

Such a development may be of some benefit to the children and young adults on the Nga Roto subdivision but if such an activity area is actually warranted, then would it not be far better located in that subdivision rather than on the other side of Lake Terrace. In the case of the latter, safety and the welfare of the young could then become an issue. There may be tunnel access at two points under Lake Terrace but who is to say that it will be the only route used ?

If the idea is that the participants will come from further afield, then would “bussing-in” and additional car parking become a consideration ? Again, this would not make any sense and would undoubtedly destroy the existing peace and tranquillity of Secombe Park Reserve which is enjoyed by so many each day.

“Leave the Road as is but closed”

Under no circumstances should it be closed and left. Besides being totally incongruent with the surrounding environment, it would have to be regularly maintained at an ongoing cost so as to avoid it becoming a derelict unkempt ugly waste land. What would be the point ?

“Remove it and return it to reserve/green space”

Whilst we are totally opposed to any change, should the TDC be able to justify the expense and convince the residents that the 4-way roundabout is absolutely essential, safer than any other option and in the best interests of all parties, then this option would seem to be second best and the only one in terms of “Repurposing”.

The Pritchard payment in 2007 would have included a provisional sum to cover the cost of reinstating and integrating the redundant section of Pukenamu Road back to a reserve/green space as part of Secombe Park Reserve which in itself, is a wonderful tranquil activity area with good access and sufficient parking for all to enjoy.

4.0 Capital Expenditure:

In the TDC letter dated 20 February 2024, it has quoted several figures relating to the “repurposing” of the closed section of Pukenamu Road as part of the overall Pukenamu Roundabout Project but the TDC has not disclosed what

- The total cost of the proposed 4 road roundabout will be ?
- How much of the Pritchard amount will be used ?
- How much will the Nga Roto developers contribute ?
- What will the TDC’s contribution be ?

We share the view of other Lakeside residents that:

- There is considerable road space around the intersection area at Lake Terrace and Maunganamu Drive with a feed in lane which seems to work well so we question the need and expense for a roundabout.

- To include Pukenamu in any such roundabout is not wanted and is simply just a waste of money. Better spent elsewhere.
- There are plenty of other intersections in Taupo known to be dangerous such as Mere Road & Rifle Range Road or Taharepa Road, Tauhara Road and AC Baths Avenue. Both should have roundabouts ... particularly the former.

In March 2007 Lakeside Terraces paid to TDC \$120,000 (+\$15,000 gst.) for “Financial Contribution Highway Intersection” and it is reasonable to suppose that this would have been held in trust until required and invested at say 5% p/a for 17 years, the accrued interest alone would currently amount to in excess of \$140,000.

Together the total could now be in the region of about \$260,000 which would go a long way towards completing (as originally intended) the reinstatement and landscaping along the first 600 metres of Pukenamu Road and its ongoing maintenance costs in its current and unchanged layout.

5.0 Summary:

In summary, we ask you to seriously consider the following:

- 5.1 Leave the Lake Terrace/Maunganamu intersection as is and save the ratepayers some money.
- 5.2 Leave Pukenamu Road/Wharewaka Road link with Lake Terrace as is and save the rate payers some money.
- 5.3 Build a 3-way roundabout linking Lake Terrace/Maunganamu only if it makes absolute sense.
- 5.4 Forget about any “repurposing” on the west side of Lake Terrace (in the area proposed) and only if the expense can be justified, place it somewhere in the Nga Roto subdivision.
- 5.5 Complete the reinstatement (landscaping) of the first 600 metres of Pukenamu Road as originally intended using the funds amassed in the Pritchard fund and use the balance as a contribution towards the ongoing upkeep of the same including the road.

We respectfully ask the TDC to seriously consider our view and the views of all the other Lakeside Property Owners.

We also look forward to being kept fully informed on any matters relating to this project.

Thank you

Proposal for a Roundabout to Access Pukenamu Road

I am writing to advise the Taupo District Council that as long-term owners, ratepayers and permanent residents, we strongly object to the Council’s proposal to change the access to Pukenamu Road. The proposed change provides no benefit to Pukenamu Road, Kurapoto Lane or Kuiwai Drive residents.

The present access from Lake Terrace via Wharewaka Road provides a very satisfactory route for vehicles. The proposed roundabout will have high volumes of traffic entering from the Nga Roto

Estate and from Lake Terrace and will therefore make it difficult for vehicles attempting to enter it from Pukemanu Road. Moreover, a direct exit off the roundabout to Pukemanu Road may well increase traffic on Pukemanu Road as drivers mistakenly take that exit in the belief that it will provide them with access to the lake front.

If a roundabout is necessary for providing safe entry to, and exit from, the Nga Roto Estate it could very easily be designed so that no change is made to the present road access to the Lakeside residential area.

As new residents of Lakeside and Pukemanu Rd, we purchased this property as it was in a quiet no exit street, occupied by mainly senior citizens. Traffic density consists of residents.

We are in total agreement with points raised against the roundabout by Lakeside residents.

The value of a 4-sided roundabout is of no value to us as the only point raised for it, is that it will shorten the drive to town. Really this is of no concern to us. If we have to wait a few minutes longer at the Wharewaka /lake Terrace intersection, so be it we have the time not to rush.

Most traffic into the area other than residents is boat traffic which accesses the Lake via Wharewaka Rd as do Visitors.

The new subdivision opposite Lakeside, whether boaties or residents taking their dogs to the park mostly also drive. A roundabout is not going to ease this at all. They will still use Wharewaka Rd.

Lakeside residents will be at a disadvantage in that their proposed way of quiet peaceful area could and most probably will be disrupted due to wayward traffic heading the wrong way down a no exit road to the lake.

I know of 1 family in Lakeside with 3 young children. So the benefit is almost nil. Children in the new subdivision will still have to negotiate at their peril, around or through a roundabout. How would you propose this.

The cost which seems very light does not warrant the expenditure or the benefits in particular to Lakeside residents.

By all means do a 3-sided roundabout if that's what the council wants. The expense would be better placed in other areas.

The Reserves and Roading Committee. Taupo District Council

I wish to present my submission in Favour of the 4-legged roundabout connecting Pukemanu Road to the designed Lake Terrace roundabout which is definitely to be built this year (2024) at no cost to the Taupo ratepayers. This involves the closure of the temporary section of road linking Pukemanu Road

to Wharewaka Road I come to this somewhat controversial issue purely from a safety perspective. There are other factors involved but my prime motivation is safety. Safety is critical.

As recognized by professionals in the engineering and town planning fraternity roundabouts are where accidents are far less frequent and have less serious consequences. Roundabouts therefore are significantly safer than Tee intersections where the likelihood of serious injury or fatalities are present. Joining the roundabout eliminates 2 such Tee intersections but possibly more importantly it also eliminates another serious hazard on the temporary section of Pukemanu Road. I refer to the approach to the Pukemanu Road residential area. At the point where that dreadful section of Pukemanu Road enters the residential area a Northbound motorist is faced with a blind corner whilst coming up a minor rise in the road. If vehicles are parked on the left-hand side of the road the Northbound motorist is forced to move to the right virtually blocking any Southbound traffic. (also, blind) This could eventually result in a head on collision with a drastic outcome. Locals would be familiar with this hazardous location which is critically important regarding closing the temporary road. Joining the roundabout will eliminate this hazard making traffic movement significantly safer.

An argument put forward by the anti-join the roundabout lobby group (the status quo) is to discourage uninvited rubbernecks. My own experience goes back some years and I have noticed a gradual decline in the rubberneck type visitors. We have already had a burnt-out vehicle on that dreadful temporary section of Pukemanu Road. This highlights the fact that the current entrance to Lakeside actually encourages undesirables. You have to tolerate a certain number of legitimate visitors. Service people, gardeners, (many with trailers) home care personnel, St Johns Ambulance. The list goes on. I don't believe you would see much change under either option, but good signage is the key. What I mean by good signage is. Larger No Exit signs. The No Exit sign presently located on Pukemanu Road is so small it can't be seen. Other signs such as. No Lake Access should be considered, We certainly on occasion see younger people on push bikes whizzing down the hills in the park. Far better they do that than "borrow" somebody's car and use it to enter Michael Hill. Jeweler.

Exclusivity is another factor. The area already has a relatively high level of exclusivity due to the high standard of buildings, great outlook and proximity to the lake. Lakeside has only one access entrance now and it will still only have one entry as a result of joining the roundabout. I don't believe exclusivity will be significantly affected by direct access to the new roundabout. It just makes it safer.

When one purchased a lot or dwelling in Lakeside one had the opportunity of perusing the subdivision plan/conditions which shows the proposed future roundabout. After all the TDC took a substantial (at the time) financial contribution from the developer to install the roundabout. This would have been reflected in the property price paid. Significantly c.16 years later that roundabout is about to be constructed. A purchaser could therefore reasonably expect to participate with that safer form of access when it is installed. This should not be curtailed or blocked by some other purchasers who for whatever reasons none related to safety have no wish to join the roundabout.

If linking to the roundabout does not proceed the developer's contribution (circa \$130,000) will of necessity be returned to the developer. It should not be used for any beautification, playgrounds, skate parks etc. Council will need to give assurance that the dreadful section of temporary road linking Pukemanu Road to Wharewaka Road would have the tar seal broken up, pumice, topsoil applied and re-grassed in order to return the area concerned in identical form to the rest of the park. This would have the effect of separating Lakeside from Wharewaka which from an exclusivity viewpoint would be desirable.

The restoration of the dreadful section of Pukemanu to Wharewaka Road is a legitimate and critical part of the Anti-Joining lobby's argument in favour of not joining the roundabout. I agree with them on this aspect and would withdraw my support for joining if TDC had any intention of retaining that tar sealed area of the closed temporary road for the purpose of any community facility, skatepark etc. Obviously, this idea comes from the Nga Roto side of Lake Terrace where they are getting the safety advantages of the roundabout but that should be limited to just that and the inherent safety it provides. Any development of this nature would attract additional parking and anti-social behavior. This aspect is where the greatest opportunity for compromise with the anti-joining lobby lies. TDC would need to give a legal undertaking prior to any work being programmed that the tar seal would be broken up, covered with pumice (This could come from the elimination of the bund on Lake Terrace) and re-grassed with the area to again become part of the park.

Having followed the correspondence closely of which I appear to be coming from a minority position I am yet to see any reference from the non-joining lobby to making travel to and from Lakeside for the vast majority of vehicles any safer. In fact, apart from the potential of the undesirable future use of the closed temporary road and being closer to the boat ramp, very few if any reasons are given for supporting the status quo and not joining the roundabout. When I first passed my driving test using the family 1936 Ford V8 there were virtually no roundabouts in New Zealand. Worldwide today there would be millions. What were they built for? safety. Why a large body of Lakeside residents would pass up the opportunity of joining a roundabout which they have already paid for defeats me.

This roundabout will definitely be built this winter making it therefore vital that we listen to the professionals (engineers, town planners etc.) and support them in including Lakeside as the fourth leg of the completed structure. The positive consequence of joining will provide far greater safety for present and future residents.

Safety is critical.

We have been the owners of this section since 2015 and have lived here full time since September 2018.

I, along with my wife am writing this letter as a submission in relation to the council proposal/plan to put a 4-way roundabout in at the intersection of Mauganamu Drive/Lake Terrace with the intention of encroaching onto Pukenuamu Road and closing it at the intersection of Wharewaka Road.

We would like to make it known that we both fully oppose the current council proposal to have a 4-way roundabout.

We were both present at the meeting that council had with the residents of Pukenuamu Road, Kuriwai Drive and Kurapoto Lane on the 7th of March 2024 where you were present.

As you and your colleague were well aware, much was said at this meeting and there was a lot of frustration and anger.

What was very clearly evident in this meeting was that everyone was opposed to the 4-way roundabout.

It makes no sense to me, and the other residents present as to why Pukenuamu Road needs to be part of a roundabout. Even when both yourself and your colleague especially tried to explain why, it still made no sense.

One of the reasons given was that it would save us (the residents) having to travel 600 metres one way before driving back along Lake Terrace if he were heading into town.

We, as residents don't care. If we have to wait, we will wait. We are all happy how things are, nothing needs to change.

Even the 3 proposals as to upgrades to Pukenuamu if the proposed roundabout happens, is a complete waste of the rate payers money.

The worst fact of all is that the roundabout will be built into Pukenuamu Road which will then be closed off from Wharewaka Road. There will very clearly have to be retaining walls or similar built as part of the roundabout as there is an obvious gully where the roundabout will be place.

This will destroy what we the residents have which is quiet where traffic is restricted to resident traffic only.

I can only speak for and I, but this is what drew us to the area.

As it currently stands, it is a great area to live in, we love it in its current structure. Having a 4-way roundabout would literally destroy it for us.

Our children and others that reside in this area, have the freedom to play out on the street in relative safety, knowing that the traffic is minimal with only resident cars coming through.

Closing off Pukenuamu and putting in the 4-way roundabout, would naturally draw more vehicle traffic into the immediate area, putting the safety of the children (not only mine) and other pedestrian traffic at risk. This is only natural.

What seems to be overlooked by council is that there are a lot of elderly residents in and around the immediate area that use Pukenuamu Road as a safe way to travel, specifically the Summerset retirement village as they don't want to deal with busy traffic.

My wife and I see it on a daily basis. We are always seeing residents using Pukenuamu Road as a safe way of getting to and from their residents to walk to the Supermarket or other places. My mother resides in the Summerset retirement village. She uses her mobility scooter to get to our place to see her grandchildren as it's safe to do so.

There is next to no vehicle traffic and/or intersections for her to navigate. Closing off Pukenuamu Road from Wharewaka Road and making it into a reserve/park area would force her out onto Lake Terrace and having to negotiate one major roundabout to get to our house and two to get to the shopping centre.

This, as her son is a huge safety concern. She is nervous crossing roads at the best of times. She would not be the only one, taking into account the retirement village. As well as this, I believe that the pedestrian crossing area at the roundabout at Kokomea is not pedestrian friendly, especially for those who use mobility scooters and the like.

There are also school children that use Pukenuamu Road as a way of getting to the school buses, our children included.

The Council will be forcing a significantly large number of residents (elderly included) as well as school aged children to navigate one or two busy intersections in order to get to their destinations if Pukenuamu Road is closed off.

This will cause obvious safety issues and put members of the public that you as council represent at an unnecessary risk.

Your colleague, apart from mentioning that having a roundabout at Pukenuamu would save us having to travel 600 unnecessary metres also mentioned that when the subdivision was originally planned that it was planned to have a 5-way roundabout but that this was then changed to a 4 way.

My submission is that if it can be changed from a 5 way to a 4 way, then it can be changed from a 4 way to a 3 way and leave Pukenuamu Road as it currently stands.

No one wants a 4-way roundabout that is built into Pukenuamu Road, this is very clearly evident.

Residents, going by the meeting would accept a 3-way roundabout akin to what the entrance to Kokomea shopping centre has. There is absolutely no need to build this roundabout into Pukenuamu Road which would require some form of retaining walls. There is sufficient land at the intersection of

Mauganamu and Lake Terrace to accommodate a 3 way round about without building into Pukenamu Road.

One of the residents present mentioned that if there was a 3 way roundabout instead of a 4 way roundabout, then the council would be happy as there is a roundabout in place to fulfil their obligations, the developer would be happy as it would save them I believe it to be \$180000 in development fees and most importantly we as residents would be happy as Pukenamu Road would remain as it is.

This is clearly a win/win for all parties involved.

This needs to be taken into account especially in this fiscally challenging environment.

What was also clearly evident is that no one wants a basketball court etc. All the residents want, us included is for Pukenamu Road to remain as it is with no changes.

Even the 3 proposals of what to do with Pukenamu Road in the event that it is closed off makes no sense both from a residential and monetary standpoint. All options are a complete waste of the rate payers money.

I have been a Police Constable for the past 25 years, the last 7 of which have been in Taupo. As part of my duties, I patrol many times a day along Lake Terrace.

I see both the pedestrian and vehicle traffic using this area on a daily basis.

What I can clearly see in my capacity as a Police officer is if more pedestrian traffic is forced onto a busy road and then have to navigate one or two busy intersections to get to their desired destination then this is a recipe for disaster.

You will not only have a larger number of elderly residents who tend to become increasingly timid and/or nervous as they get older having to navigate these areas, but you will also have school children taking unnecessary risks crossing the road.

The pedestrian crossing area at the Kokomea roundabout is not in my professional view very pedestrian friendly, especially to the elderly residents who are slow moving and timid.

Far too many times in my 25 years of Policing have I attended serious and/or fatal accidents involving pedestrians and vehicles. We, as Police attend these scenes. We as Police are the people who deal with the trauma, informing families that their loved ones have passed. I do not want any addition to the statistics.

What I can clearly say in my capacity as a Police officer is that closing off Pukenamu Road would naturally push an increasing number of vehicle and/or pedestrian traffic out onto

Lake Terrace. This in turn would increase the risk of accidents happening. Is this something that the council is willing to accept?

One thing I vividly remember that your colleague said during the meeting was that we, the residents DON'T WANT A 4 WAY ROUNDABOUT.

We would ultimately not want any roundabout but would be willing to have a 3-way roundabout akin to what is at Kokomea and Lake Terrace.

Just leave Pukenamu Road alone.

I urge council to listen to the rate payers of the area. We are the ones that live in the area and move about on a daily basis. We know this area the best, what would and would not work, not someone in an office who thinks they know best.

I believe that we as a collective, have made it very clear that we do not want a 4-way roundabout.

Far too many times, especially in my capacity as a Police officer, I have seen decisions made by office staff with little or more often than not no consultation with those that it will affect.

Please listen to us, as rate payers for this area. A 4-way roundabout is so very wrong for this area and it would destroy and devalue this subdivision.

Ultimately no roundabout would be my choice, however a 3 way with no encroachment onto Pukenamu and leaving everything as it is would be the best solution for everyone concerned as I have mentioned in this letter already.

Thank you for your time.

Kind regards

Pukenamu Road – Round 2 Engagement – May 2024 – Comments part of a survey

We do not want to be connected by that roundabout - and suggest a roundabout at Wharewaka Rd would be a better solution. The Nga Roto residents already have a roundabout in front of the shopping centre, and we believe another is unnecessary.

it is not required and stating that it would save residents a small drive, is not an acceptable response. We purchased our place because of its location and private access. the council would be changing the whole nature of the subdivision. also accessing the boat ramp would mean going onto the main road which is definitely not ideal and puts more stress on the main road, especially during holiday periods

I disagree with forming an access to Pukenamu Road off the roundabout. There is no need to spend this additional money when the current access off Wharewaka Road works well.

We have 4 active boys that like to play, bike and walk in our Road/area. Currently Pukenamu Road is a safe and quiet road for them to do so. We oppose to the roundabout connecting to our road as this will create so much more traffic on our road which will be unsafe for our kids.

Safety concerns, additional traffic movements into Pukenamu area, total waste of funds.

We have a perfectly safe entrance at present that needs no alteration.

I believe it is a serious waste of taxpayer money and lacks serious common sense.

Having a roundabout would make our subdivision less safe, less secure, more accessible to sightseers and boatees (that make the wrong call on travelling to the boat ramp.) On the aspect of Privacy, we have enough problems with boy-racers at night making excessive use of Secombe Park and the parking area of the boat ramp. The less traffic the better.

In relation to the \$135,000 given by our Lakeside Developers Pritchard Brothers - to the Council for roading improvement of Pukenamu, we suggest this be used in the following manner:

- Landscaping the roadside banks on either side of Pukenamu in the dip area to improve the entrance

way. This was planned but never initiated.

- Landscape improvement of the Northern end of Pukenamu, where it joins both Kuiwai and Kurapoto Roads. (Looking down on Chad St).

- Place conspicuous signs at the entrance to Pukenamu, saying 'No Exit' and 'No Boat Ramp Access'.

As Pukenamu is a no exit road, we cannot see any advantage or reason for a & legged round about where it is proposed to be.

Additional non-resident traffic entering Lake terraces development as a result.

Increased likelihood of vehicles with boats mistakenly entering Lake terraces creating a significant H&S risk when they attempt to turn in an area which has limited option for this.

Further to travel for LT terraces to get to the boat ramp and the need to turn across traffic on the main road to get to boat ramp.

Want the privacy of our present access. Cost saving - save the money for some other more deserving project. Safety of present access - avoids congestion on lake Tce as traffic builds up at the roundabout specially when we go to the beach or jetty. Case in point the traffic already builds up at present roundabout to supermarket.

If you must have a roundabout, make it a 3 =way one leaving Pukenamu out.

I strongly object to Pukenamu street being directly connected to Lakeside terrace via a roundabout for reasons of Privacy, Ease of access to the lake, and Safety for pedestrians and mobility scooters traversing from Wharewaka street towards town along the Lakeside terrace walkway.

In addition I believe a roundabout directly connecting Lakeside terrace to Pukenamu street would have a negative effect on property values within the lakeside subdivision, would add to noise levels with vehicles (especially heavy vehicles) accelerating and decelerating into and out of the roundabout.

Reverting to a 3 way roundabout is more economically feasible than a 4 way roundabout, would align with the general wishes of Lakeside residents, would be safer for non-vehicular traffic, and would preserve our existing privacy and residential value.

- A roundabout at the Wharewaka Rd is preferable, due to the traffic volume accessing the residences, beaches and boat ramp. Currently our subdivision has direct access to the boat ramp without the need to use Lake Terrace. Using Lake Terrace is the less safe option, as cars and trailers need to cross the centre line to turn right into Wharewaka rd.

- The existing Pukenamu Rd layout provides security for the Lakeside subdivision.

- alternatively a 3 way roundabout at Maunganamu would provide safe access for those needing to turn right onto Lake Terrace from Nga Roto estate.

It is preferable to shorten the distance northwards to the town and shops. This shorter distance will reduce co2 emissions considerably and benefit everyone. Most residents of the Lakeside subdivision would appear to have their own selfish interests at heart and fail to consider the bigger picture. Shortening the distance to/from town will be to the benefit of everyone in the subdivision. It will reduce the time it takes for emergency services to arrive at any property within the subdivision. This is vitally important for the predominantly elderly residents of this subdivision. The extra one to two minutes driving time that an ambulance or fire truck has to incur with the present road layout can be fatal. In the case of a medical emergency one or two minutes is the difference between life and death. Likewise in a fire it decides if rescue is possible or not. Lakeside subdivision is poorly served for emergency access, it has one long access road for 62 sections, it would be more sensible to have completed the link with Chad Street and offered an alternative access.

1. Destruction of the unique entrance to Pukenamu Road which gives the Street a holiday/tranquil feel about it. The current access was one of the big attractions to buying the property.

2. We believe that the Roundabout will have a negative effect on our property especially as we are one of the closer properties to the proposed roundabout.

3. A 4-leg roundabout will create an additional crossing for pedestrians and other footpath users on Lake Terrace. A 3-leg roundabout will leave the footpath uninterrupted as per the present.
4. During the busy Holiday period a large amount of Traffic past our property are vehicles towing boats, the 4-leg roundabout will require the Traffic to go on to Lake Terrace then back on to Wharewaka Road to access 3 Mile Bay Boat ramp. The traffic to the 3 Mile Boat Ramp will add to the congestion at the roundabout as well as pedestrian conflict with Pukenamu and Lake Terrace footpaths.
5. The distance is saved, only if heading towards town, on most of our trips now we turn South on to Lake Terrace to travel via the Bypass since Town is now so difficult to drive through.
6. With the speed limit now at 50km/hr the T intersection at Wharewaka is a lot safer.
7. If safety is a major concern, we would rather see the contribution go towards an additional roundabout at Wharewaka Rd/Lake Terrace. This combined with the savings in not having to modify Pukenamu Road would be a decent amount towards another roundabout.
8. Opening of the area for the roundabout in our opinion will increase noise at our property.
9. We are guaranteed to have increased traffic as more "Sunday Drivers" taking a look down Pukenamu Rd.
10. Has consideration been given to cyclist's safety at a 4-leg roundabout?

Unnecessary expense

Safety issues

Prior consent for state highway outdated

This question is misleading, the options are 1) four-legged roundabout 2) three-legged roundabout 3) no change 4) either of the three options. the question implies there is only one option.

The water mark image used here is very different to the image shown on page 2 of the document "Community Engagement feedback - Pukenamu Rd Project"

We are another Lakeside Resident who opposes the new roundabout as we feel this will certainly NOT make it a safer road.

A potential hazard for residents to use the new roundabout, having to go onto Lake Terrace and then use the Lake Terrace & Wharewaka Road intersection to get to Secombe Park, Boat Ramp & Wharewaka.

A large number of Pukenamu Road, Kurapoto Lane & Kuiwai Drive residents are not happy about this four legged roundabout, as confirmed at the meeting. This cannot happen.

The cost to close the current Pukenamu Road entrance would be excessive, therefore these funds should be used elsewhere.

If a roundabout has to be constructed for Nga Roto Estate it should be a 3-legged roundabout without linking Pukenamu Road.

Our submission will be represented by our Lakeside Residents Association at the Reserves and Roothing Committee meeting.

Safety risks to Lakeside residents. Residents do not wish to have Pukenamu Rd closed. Cost impacts by opting for a 3 leg roundabout are negligible, Lakeside developer funds can be used to beautify parklands at entry to Pukenamu Rd. Argument re emissions is not measurable this is only a broad assumption. The travel time referred to has never been raised by Lakeside residents as a problem and Lakeside residents have made strong rejection of this plan to close Pukenanu Rd and have a 4 leg roundabout, they prefer a 3 leg roundabout. Transport team reference to cancelling 2 'give way' intersections does not consider safety of Lakeside residents as the 4 leg roundabout will create access

of Lake Terrace from the roundabout directly into the estate by way of 'wrong turn' thinking they will access the boat ramp and parklands, whereas the current Pukenamu Rd access is not confusing for motorist/tourist. There will still be a 'Give Way' from Lake Terrace to Wharewaka Rd.

See accompanying notes to Rose at TDC

The existing road provides good access to the Lakeside subdivision. It also provides good access for vehicles from the subdivision to the boat launching ramp without adding to the volume of traffic on Lake Terrace.

The Council's proposal for the connection of Pukenamu Road to the roundabout will result in a more difficult exit from Lakeside because the high volume of traffic entering the roundabout from Nga Roto Estate and from Lake Terrace will have right of way and at times of high traffic flow opportunities to enter the roundabout from Pukenamu Road will be quite limited.

The proposed new road layout will be likely to add to traffic volumes on Pukenamu Road when drivers mistake the connection for a road accessing the lake front. This is not desirable.

I absolutely oppose the proposed roundabout on Pukenamu drive, I definitely do not want our subdivision to be connected to the main thoroughfare of Lake Terrace Road, A roundabout as per the entrance to the new supermarket complex would be more than suitable.

Currently Pukenamu Dr is isolated from traffic, its entry sits alone. It was on this basis that we purchased and chose to live there, for its quiet and less obvious access creating more seclusion and privacy. The original appeal was the privacy due to current entry. Thank you for allowing me to comment.

As per my submission dated 02.04.24

We do not want additional traffic in the Road. We want Pukenamu Road, left how it is. See all of our Submissions to the TDC which clearly state our reasons, please respect our requests.

Pukenamu Rd entrance to roundabout:

1. We strongly oppose, repeat strongly oppose, the idea of a Pukenamu Road entrance to the proposed roundabout.
2. There is no logical reason for this. We note also that the 'roading circumstances' have changed considerably since the original decision to place a roundabout at this junction.
3. We are not persuaded by the argument of improved safety and believe that the potential negative consequences far outweigh the potential benefits.
4. If any roundabout is to be built, it should be servicing the residents of the several hundred dwellings in Wharewaka - that is an obvious safety concern, especially when the residents of Summerset are considered. (See point 6)

Safety:

5. The argument that safety of Pukenamu/ Kurapoto /Kuiwai traffic entering Lake Terrace benefiting from the roundabout is highly questionable, as the Wharewaka Rd T intersection is now in a 50km/hr zone, and the risk to traffic when entering and exiting from Lake Terrace is reduced because of this.
6. The traffic entering from Pukenamu Road (65 properties) would be without doubt a very small percentage of that currently entering from the Wharewaka Rd T intersection. The vast majority of traffic enters from housing south of Wharewaka road, and this will not change, and the safety profile for these residents remains unaltered.

Benefits:

7. The suggested benefits (attributed to the transport team) from reduced journey distances (1.2 km) and emissions are trivial and 'grasping at straws').

Skate Park:

8. For avoidance of doubt, we also strongly, repeat strongly, oppose the idea of a skate park in our immediate neighbourhood.
9. Our local community demographic is retired residents and absentee holiday homeowners. We are

not skaters, and it is inappropriate to encourage skating and non-skating youth to frequent our neighbourhood.

10. A skate facility is likely to result in an influx of non-local skaters and non-skaters. It is likely to encourage more foot traffic (sightseers) in our immediate area with associated refuse (rubbish), potential damage to and tagging of structures. Overall, it has significant potential to compromise residents' security and peaceful enjoyment of our/their neighbourhood.

Costs:

11. The reduction in so called road maintenance costs will be replaced, and in all likelihood superseded, by maintenance required to keep any fixed amenity (roundabout, skate park fixtures) in good condition....

Beautification:

12. The opportunity to improve the visual amenity at the access to Pukenamu Road, is a worthy objective. The funds allocated to the unnecessary Pukenamu access to the roundabout could more properly and effectively put to this use.

Overall:

13. Overall, we strongly support the continuation of Pukenamu/ Kurapoto /Kuiwai residents accessing Lake Terrace from Wharewaka Road i.e. no change.

I definitely do not want our subdivision to be connected to the main thoroughfare of Lake Terrace Road my reasons -

SECURITY - by opening up to the main road it would give easy access to undesirables, as it is we have a long way in and out to our subdivision which gives us good security, to date we have had no issues with burglaries/theft etc.

SAFETY - we don't want to be dragging our boats/jet skis etc. out onto the main thoroughfare of Lakeside Terrace Road and then having to turn right into Wharewaka Road as there is a lot of traffic in this area with traffic coming into town from state highway one as well as the airport and we will be adding to the congestion with the Wharewaka residents, and people heading to the Wharewaka beach and boat ramp especially in the peak of summer, also people leaving with boats etc, turning right onto Lake Terrace RD this is dangerous.

I do hold a L1 STMS qualification from Waka Kotahi so I do know about traffic.

PRESTIGE -I believe Lakeside subdivision is one of Taupo's prestigious subdivisions which we want to protect.

All the reasons above are why we would want our subdivision to be left as it is.

The issue of traffic safety relates more to traffic exiting Maunganamu Drive rather than Pukenamu Road via Wharewaka Road so a three-way roundabout would address that. Also, the intended uses of the closed section of Pukenamu Road are either cost-negative or ill-conceived (a basketball court on sloping ground). Not sure how you quantify a reduction of 10-15% of users at Lake Terrace- Wharewaka Road as meaningful.

We are elderly residents of Pukenamu Road and have shifted here quite recently for a quieter retirement by choosing Pukenamu Rd as a no exit Road to live in there would be a lot more cars coming down here and we have young grandchildren that stay with us quite regularly and we would be worried about the extra traffic, this would create on Pukenamu Rd by having cars turning into the road not knowing that this was a no exit road and by having a four legged roundabout would certainly devalue the price of all houses in this area

1. Traffic safety - we believe having people towing boats (we have a very high percentage of boats owners living on Kurapoto Lane and Kuiwai Drive) enter a roundabout on a very busy main road, drive a very short distance, and then have to turn right across oncoming traffic to get our local boat ramp is substantially increasing the risk of accidents and traffic congestion.

2. Increased traffic on private laneways - Kurapoto Lane and Kuiwai Drive are private laneways with

maintenance and repairs funded by the resident that live on these roads. We have had issues with non-residents/guests driving down to view the area in the past and this creates more wear and tear on our roads which we then have to pay to remedy.

3. Community peace and safety - as you will have seen from the gathering of folks who came to the meeting, the majority of residents in this area are older people who value the peace and safety of the area. We do not have young families and are not interested in having playgrounds, skate parks or BMX parks in our area as we believe there are plenty of these amenities for people to enjoy elsewhere in Taupo.

There are 23 points.

Firstly, it's a complete waste of money adding Pukenuamu to the roundabout (it doesn't matter who's money, it's just a waste). "Don't fix what ain't broke".

Secondly, the size of the Pukenuamu Rd subdivision area is contained and not increasing, so traffic flow from this area will remain constant and not add any danger to the Wharewaka Rd intersection.

Thirdly, You keep saying to make things safer. But by adding Pukenuamu to the Roundabout there would be an additional road for kids and the elderly (from Somerset) would have to cross. If the roundabout is connected to Pukenuamu Rd, The driving distance saved is about 1.2km, but no one cares about that (especially with the economical-electric cars becoming more and more popular). There are a lot of boat owners in the street and connecting to a roundabout would mean driving these boats out on to the main road and then re-turning down Wharewaka to get to the boat ramp. This makes it longer and also creates more safety issues.

It's not necessary. A Round-a-bout at Wharewaka Road would be more practical. I purchased in Pukenuamu Road as I felt it was a quiet safe area to retire to.

I am happy with the present roading layout if its not broken don't fix it

it gives our subdivision exclusivity and also keeps it private from other road users

I also have a boat and I can connect with the 3 mile bay boat ramp without going onto the highway

Closing the Pukenuamu road section saves nothing. All three council options create emissions and incur substantial costs, which will be ongoing regardless of any option selected.

Nothing is broken and does not require fixing here.

Constructing playgrounds, parking and other hard structures costs money & creates emissions including those of digging up the road & using landfill to dispose of this. Use of these proposed facilities would just create more traffic for the roundabout. Forcing us to use an already very busy roundabout instead of the currently perfectly good access road is not safer, and waiting to enter it will not save any emissions. There are few children living here due to the nature of the Pukenuamu subdivision, but a large, aged care facility.

The issue of saving time is a joke. We are completely happy to spend the maybe 30 seconds driving down the current road. It is good for everybody's mental health!

Leaving the road as is will inevitably lead to an abandoned site and be a perfect place for vandals and racers to use the roading strip to race/hang out on. It will deteriorate into an eyesore. It is not even a realistic option, and I am surprised the council has even considered it.

A green walking space, keeping the current road operable would be far preferable. Don't give the \$135,000.00 to the developers, use it to create something of beauty for once. A native shrub and tree planting programme instigated around where the council are proposing to dig up the road and put in more concrete, or abandon it, would be far less invasive and easier on the council's much vaunted concern for the environment. More planting and landscaping in the existing park would do much more to counter current emissions and would provide a far better public facility, which could be used by both young and old.

It seems as though the council just want to have the four-lane roundabout because the developer is willing to pay for it, not the council. What poor and short-sighted reasoning, covered up with talk about concern for emissions, safety and time saving. Leave the Pukenuamu Road alone. Save the expenditure.

Would seriously impact the traffic flow. Plus, I bought this section for its private road and this could also hinder the value of my property.

Makes the boat ramp harder to access and brings in a lot more traffic and unnecessary activity to our area.

Lots of traffic in this area as it is, especially over the summer. We would have to drive back to the main road with boat trailers etc to access the boat ramp. We believe this roundabout will devalue our property by making it more accessible to the public. We purchased this land because it was a private subdivision

We do not require a one leg of the round about to enter Pukenuamu Road. We do not need our Road to be blocked off or a park at the end of it. It is unnecessary as it would, will create more traffic and cut off our easy access to the lake. The money could be used to beautify the end of our Road and still keep our easy access.

We are a quiet community with no thoroughfare to other streets. We already have a perfectly good entrance into Pukenuamu Rd, and I feel that should this roundabout go ahead we will see a lot of traffic coming into our area thinking they can access the lake and just generally being nosey. Pukenuamu Rd leads into private roads, and I feel opening up the main Rd to Pukenuamu like this will only make it easier for unwanted traffic. We would like our privacy protected like it currently is, we spent millions buying into this subdivision and was not expecting an entrance from the main Rd!

Our preference is a roundabout at the Wharewaka Rd intersection

However we think a roundabout is logical

Please don't put this on the yes file if a skateboard park etc is proposed

Should only be three-legged with no exit into Pukenuamu Road.

There is no need for Pukenuamu Road to be included in the proposed roundabout, it can be a 3 -legged roundabout as installed at Kokomea Village Drive. A 4-legged roundabout is a further waste of rate payers' money. We are absolutely opposed to having a roundabout connecting us with Lake Terrace and Maunganamu Drive.

4-Legged roundabout inhibits the residents of the lower subdivisions in regard to: Boat movements to the ramp, issues of lights into housing, added impact of general public entering a private subdivision.

We have been the owners of this section since 2015 and have lived here full time since September 2018.

We would like to make it known that we both fully oppose the current council proposal to have a 4-way roundabout.

It makes no sense to me, and the other residents as to why Pukenuamu Road needs to be part of a roundabout. Even when both yourself and your colleague especially tried to explain why, it still made no sense. The reason given was that it would save us (the residents) having to travel 600 metres one way before driving back along Lake Terrace if he were heading into town is ludicrous.

We, as residents don't care. If we have to wait, we will wait. We are all happy how things are, nothing needs to change. The worst fact of all is that the roundabout will be built into Pukenuamu Road which will then be closed off from Wharewaka Road. There will very clearly have to be retaining walls or similar built as part of the roundabout as there is an obvious gully where the roundabout will

be place.

The proposed 4-legged roundabout would destroy not only Pukenuamu but the subdivision as a whole and devalue it. There has been no thought at all by the planners or council as to how this will affect the residents. We will lose financially as our house will devalue due to being very near to a roundabout.

Our children and others that reside in this area, have the freedom to play out on the street in relative safety, knowing that the traffic is minimal with only resident cars coming through.

Closing off Pukenuamu and putting in the 4-way roundabout, would naturally draw more vehicle traffic into the immediate area, putting the safety of the children (not only mine) and other pedestrian traffic at risk. This is only natural.

The safety of the elderly has also been overlooked by council who use this as a means to get to the shops. Closing off Pukenuamu Road from Wharewaka Road and making it into a reserve/park area would force her out onto Lake Terrace and having to negotiate one major roundabout to get to our house and two to get to the shopping centre.

There has been no thought by any member as to how this has affected or will affect us as residents and rate payers. We know the area best not someone who sits behind a desk.

1) Will have a negative impact on Pukenuamu Road and surrounding residents creating more through traffic. 2) Will be a waste of rate payer funds to build and maintain new road layout, plus extra cost to remove the existing perfectly good roadway and access for Pukenuamu Road and surrounding residents.

The present system appears to work well; however, I can see its installation of a roundabout is a safety and traffic flow issue. Perhaps an option would be to install 2 three legged roundabouts - one at the proposed site and one at Wharewaka Road.

Waste of money as totally unnecessary.

There will be an increase in numbers of vehicles entering Pukenuamu Rd and finding themselves in a dead-end road that is difficult to turn their boat trailer around in.

Pukenuamu Rd doesn't need a playground or community area- all the residents in the area are retired. There are no children in this location.

Connecting Pukenuamu Rd with a four-legged roundabout is also combined with the removal or closure of the portion of Pukenuamu Rd to Wharewaka Rd leaving no direct connection to the 3-mile bay boat ramp and Wharewaka Point. I feel I should be entitled to a standard road for the full length of my property so as to be able to develop the section and not be restricted by the access.

During the period when the Lakeside Subdivision was being developed and the Pukenuamu Roundabout was conceived, New Zealand was heading towards an acclaimed "Rock Star Economy". Since 2014 our economy has gone from "Rock Star" to "Re-hab" ... and it's not all over yet ! It is the responsibility of our Government and our Councils to critically examine and challenge all types of expenditure to ensure that under the present economic climate, every penny spent can be fully justified and provides value for money.

Now is not the time to be contemplating unwarranted or "nice to have" projects.

It is almost 20 years since the final resource consent decision was made in respect of the direct access from the Lakeside Subdivision onto Lake Terrace via Pukenuamu Road.

The question that must be asked today, is what traffic conditions were envisaged at the time the roundabout was conceived and how do they compare with what we have today.

Of the 65 Lakeside sections, only 3 or 4 remain undeveloped and Wharewaka Point is unlikely to be developed much more than it is now. This being the case, the existing traffic flows through Pukenuamu Road and Wharewaka Road on to Lake Terrace are unlikely to increase.

Having lived in Pukenuamu Road since 2012, we know that even during the short peak holiday periods when all the Lakeside & Wharewaka holiday homes are fully occupied, the local beaches are bustling and the 3 Mile Boat Ramp is completely chokka, the existing roading system copes admirably. Rarely, if ever, do we experience any congestion at any of the existing intersections ... from time to time, there is actually more congestion at the boat ramp!

Even the occasional sporting events in and around Wharewaka present no issues in terms of traffic congestion.

Based on the copies of the submissions sent to the TDC by the Lakeside Property Owners, we know that for the variety of reasons expressed in these submissions, more than 80% of them are absolutely and totally opposed to Pukenu Road being closed and linked directly to Lake Terrace via the proposed roundabout.

Equally they are strongly opposed to it being closed and "repurposed".

Given the current free flowing traffic conditions and the current economic situation none of it makes any sense.

In the interests of protecting the existing Lakeside community and tranquil nature of the subdivision together with the Secombe Park Reserve, the majority of Lakeside Property Owners clearly wish the status quo to remain, exiting via Pukenu Road and Wharewaka Road onto Lake Terrace.

Given the above and particularly with our mayor predicting forthcoming double digit rate increases (which is neither acceptable nor affordable), we strongly urge the TDC to listen to the Lakeside residents wishes and reconsider the existing plans by

1. Leaving Pukenu Road as it is, exiting via Wharewaka Road as the traffic volumes are hardly likely to increase and to complete the landscaping on the RHS bank as originally planned, funded by the original Pritchard Group funds.
2. Leaving Mauganamu Drive to feed onto Lake Terrace as it does now or construct a 3 – legged roundabout, but only if deemed absolutely essential and funded solely by the developer.
3. In the case of the latter, the construction of the 3 – legged roundabout could of course be deferred until such time as it becomes essential and once the economic situation in New Zealand has improved.

For further detail, kindly refer to our emailed submission addressed to Rose Prisk dated 30 April 2024 (@3.13 pm)

It's unnecessary - the existing access is fine

Happier with road as it is, as will change the neighbourhood and entire subdivision, creating access for people to drive though and less security with new roundabout. Like the easy access to boat ramp as is.

Happier with road layout as it is. Do not want the exclusivity of the neighbourhood lessened. Like the easy access to the boat ramp. I think the safety aspect is better as is as well.

I bought the section for the exclusivity element. Enjoy the easy boat access and do not want a more public area close to my section (when I eventually built my new home).

Like the road as it is, giving more exclusivity. Also like the easy boat ramp access. Concerned about new roundabout safety issues. I believe it will have a negative effect for the effectiveness of our neighbourhood.

There are a myriad of reasons ranging from:

- the purpose of such a proposal in relation to the benefit to the community considering the initial time frame and purpose of the proposal
- the dramatic change being considered that has an adverse effect on the residents of Pukenu Rd and adjacent lanes
- the apparent lack of appropriate accurate independent research that suggests that this proposal would be of benefit to any of the current or future road users
- serious concerns about increasing road danger for residents in the area
- the cost benefit of such a proposal
- the lack of research information that clearly details how this proposal would change safety, access, flow
- the apparent suggestion that the entire nature of the reserve and associated areas would be converted into some form of "playground" for tamariki as currently this area is used by residents & visitors and there does not appear to be any demand for changing the nature of the reserve.

The various concerns and objections have been voiced in previous email communications.

