

# Regional Land Transport Plan 2018

*For*

## Bay of Plenty Regional Council

**DRAFT: 15 April 2018**

Global Research

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Submission analysis

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# Introduction

This report presents the submissions received by Bay of Plenty Regional Council on the Regional Land Transport Plan 2018 (RLTP).

In total, 1348 submissions were received: 1184 online submissions and 164 paper format submissions. Of the paper submissions, 31 were from stakeholders – a summary of each of these submissions is contained in the last section of the report.

The first part of the report presents a synthesised summary of all the direct comments which stated that activities on the priority list should be moved either up or down. The number of comments that made these points are presented and a brief summary of supporting arguments is outlined. It is important to understand that the points made by those who didn't directly state that an activity should be moved up or down the priority list were included in the second section of the report. Additional points made by submitters who stated that an activity should be moved up or down the priority list are also included in the second part of the report.

The second part of the report is a synthesis of submission points made on the transport themes covered in the RLTP, organised by topics: road network; rail network; public transport; walking and cycling; problems, benefits, objectives and policies (from RLTP); and, other themes.

Throughout the report, the number of comments made on particular topics is shown next to headings. Judgements made by analysts unavoidably influence these numbers, as submitters make similar points in different ways and it is the analyst's task to identify commonality in comments and group them together. Analysts have endeavoured to be consistent and objective when completing this task. The comment counts then should be considered as a guide to the amount of comment made on each topic and indicate the comparative weight of opinion on different topics within the report.

Within the discussion, to indicate the number of points made on particular topics, the descriptors below have been consistently applied.

- Very large number/amount of comments = 150+
- Large number/amount = 100 – 149
- Sizeable number/amount = 75 – 99
- Substantial number/amount = 50 - 74
- Considerable number/amount = 25 - 49
- Moderate number/amount = 15 - 24
- Several comments = 8 - 14
- Small number = 4 – 7
- Few = 3
- Couple = 2

# Synthesis of public submissions

## Assessment of top priorities

### 1 TNP SH29 TAURIKO WEST NETWORK CONNECTIONS 15

#### COMMENTS

##### *Higher priority*

*0 comments*

No comments.

##### *Lower priority*

*15 comments*

A moderate number of submitters objected to positioning the TNP SH29 Tauriko West Network Connection activity at the top of the priority list. Over two-thirds of these submitters sought higher prioritisation of SH2 projects above this activity for safety and congestion reasons. One-third commented that areas, such as Omokoroa, that have experienced a recent population rise required roading upgrades prior to Tauriko as developments here have not yet begun. A submitter stated that planned activities such as the TNP SH29 Tauriko West Network Connection were “nice haves” and there was greater urgency for other projects.

### 2 EASTERN CORRIDOR GROWTH PROJECTS TCC

**3 COMMENTS**

##### *Higher priority*

*0 comments*

##### *Lower priority*

*2 comments*

A couple of submitters requested that the Eastern Corridor Growth projects be lowered on the priority list.

One submitter argued that the “Northern Link” should be prioritised over the Eastern Corridor due to immense congestion and safety issues on SH 2. The other submitter simply stated: “Papamoa East should be at the bottom of the list”.

##### *Other*

*1 comment*

Note that one submitter made the point “getting more access points out of Papamoa also needs to be in top 5.”. We note that this project is already in the top 5.

### 3 WESTERN CORRIDOR GROWTH MANAGEMENT - TAURIKO WEST

#### CONNECTIONS

**1 COMMENT**

##### *Higher priority*

*0 comments*

No comments.

##### *Lower priority*

*1 comment*

A single submitter suggested that the Western Corridor Growth Management activity should be lower on the priority list. They stated that improving SH2, in terms of safety and congestion, should be a higher priority than this project.

## 4 CYCLE ACTION PLAN IMPLEMENTATION

30 COMMENTS

### *Higher priority*

*2 comments*

A couple of submitters sought higher priority for projects relating to active and public transport, with one submitter specifically noting the importance of these transportation modes for Tauranga. One of these submitters thought that the Cycle Action Plan Implementation activity should be raised to the top of the priority list.

### *Lower priority*

*27 comments*

A considerable number of submitters did not agree that the Cycle Action Plan Implementation activity should be so high on the priority list. Several of these submitters thought that other projects that aimed to improve road safety should be placed higher on the priority list.

*The cycle way does not help save people's lives, it is shocking to me that this has been placed as a priority over and above the people who work and live in this area!*

Prioritising the Cycle Action Plan Implementation activity over the W2T Katikati Urban activity was not supported by several submitters, while a small number expressed their disapproval that SH2-focused projects were below this activity on the priority list.

*In the interests of Health and Safety, and Efficiency to all concerned, the Katikati Bypass must be urgently elevated from Priority 15, to at least one of the top 5 Priorities. Sitting at Priority 15 is an insult to the Katikati Community, when Cycleways are so high on the list.*

One submitter stated that cycleways in Bay of Plenty are not well used and projects focused on cycling should not be such a high priority. Another submitter stated that cycleway projects should be at the bottom of the priority list and only be implemented if there is any extra money after the other activities have been completed.

One submitter queried the urgency of cycleways in Bay of Plenty and whether these activities should be so high on the priority list. This submitter noted that transport planners are “anti cars” while the “majority of tax payers are not regular cyclists and may only use it for leisure...”.

### *Other*

*1 comment*

One submitter stated:

*...The priority of cycling seems to be about right*

## 5 SH29 KAIMAI SUMMIT TO TAURIKO

5 COMMENTS

### *Higher priority*

*2 comments*

A couple of submitters sought higher prioritisation for SH29 Kaimai Summit to Tauriko. One thought that this project should have higher prioritisation compared to the Eastern Corridor Growth Project due to concerns regarding safety on SH29. The other submitter also expressed concerns for safety along the SH29 corridor, especially at the McLaren Falls Road intersection and the intersection with Cambridge Road.

### *Lower priority*

*1 comment*

One submitter did not approve of such high positioning of the SH29 Kaimai Summit to Tauriko activity on the prioritisation list as community development in Tauriko had not yet begun. They considered projects focused on improving roading infrastructure near areas that have already been developed to be a higher priority than this project; these projects were focused on SH2.



## Other

2 comments

A couple of commenters supported the position of the SH29 Kaimai Summit to Tauriko activity on the priority list. One submitter stated:

*I support number 5 on the proviso that the redesign does include provision for cars.*

## 6 W2T WAIHĪ TO OMOKOROA (SAFER CORRIDOR) 34 COMMENTS

### Higher priority

31 comments

A considerable number of submitters suggested that the W2T Waihī to Omokoroa activity should be raised up the priority list. A moderate number of these submitters were motivated by safety concerns surrounding SH2 from Waihī to Omokoroa; some referred to accidents and deaths that had occurred on this section of the highway.

*In regard to the W2T Waihi to Omokoroa Safer Corridor being placed at number six.  
What a disgrace. So many people have been killed on this road in recent years -  
decreasing risk to life should make this a top priority road to carry out work.*

A small number of submitters considered the congestion issues on SH2 from Waihī to Omokoroa to be significant enough to warrant the W2T Waihī to Omokoroa activity a higher position on the priority list. A small number of submitters noted the economic cost to the region caused by congestion on this section of SH2; a couple considered this route to be an essential link between the Tauranga port and Auckland.

### Lower priority

2 comments

A couple of submitters did not consider the W2T Waihī to Omokoroa activity to be of such high importance to be ranked in 6<sup>th</sup> position in the priority list. One submitter sought SH2 improvements from Omokoroa to Tauranga prior to implementation of the W2T Waihī to Omokoroa activity. The other submitter sought construction of an Expressway without intersections to side roads instead of improving SH2.

### Other

One submitter suggested combining projects W2T Omokoroa to Te Puna and W2T Katikati Urban with W2T Waihī to Omokoroa project and have this combined project placed at position 6 on the priority list; this suggestion was due to safety and congestion concerns along the entire SH2 corridor.

## 7 PUBLIC TRANSPORT PRIORITY FOR KEY ROUTES

4 COMMENTS

### Higher priority

3 comments

A few submitters sought higher positions on the priority list for public transport-focused activities, particularly the Public Transport Priority for key routes activity. One submitter thought that this project should be in the second position on the list, while another thought that cycleway projects should not be lowered if public transport-related projects were raised up the list.

### Lower priority

1 comment

One submitter did not support the position of the Public Transport Priority for key routes activity and wanted it positioned lower on the priority list. This submitter considered the safety issues on SH2 to be of greater importance than this activity.

## 8 TOTARA STREET IMPROVEMENTS

23 COMMENTS

### Higher priority

No comments.

## *Lower priority*

**22 comments**

A moderate number of submitters did not agree that cycle facility improvements on Totara Street should be positioned this high on the priority list. Half of these submitters thought that other projects that improved road safety should be prioritised higher than this project; several noted that the W2T Katikati Urban activity should be a higher priority, while a small number thought that other SH2-focused projects should have a higher priority than this project.

*Katikati Bypass We would request that the above is moved up the priority list and certainly above the cycleway.*

One submitter stated that cycleway projects should be at the bottom of the priority list and only be implemented if there is any extra money after the other activities have been completed.

## *Other*

**1 comment**

One submitter stated:

*...The priority of cycling seems to be about right*

No comments were made regarding the prioritisation of the other proposed Totara Street Improvements.

## **9 NEW TAURANGA BUS SERVICES**

**4 COMMENTS**

### *Higher priority*

**3 comments**

A few submitters considered the new Tauranga bus services activity should be raised up the priority list due to the importance of public transport. One submitter thought that this activity should be ranked 3<sup>rd</sup> on the priority list. Another submitter did not want this rise to cause cycleway-focused activities to be lowered on the priority list.

### *Lower priority*

**1 comment**

One submitter did not support the new Tauranga bus services activity holding a higher position on the priority list compared to the W2T Omokoroa to Te Puna activity; they considered this section of SH2 to be dangerous enough to warrant a higher position than a public transport-focused project.

## **10 SH2: WAINUI RD TO OPOTIKI, NSRRP**

**2 COMMENTS**

### *Higher priority*

**1 comment**

One submitter wanted the Wainui Road to Opotiki, NSRRP activity to be raised up the priority list, especially above the Cycle Action Plan Implementation activity.

### *Lower priority*

**1 comment**

One submitter sought the Wainui Road to Opotiki, NSRRP activity to be lower on the priority list in preference to improvements along SH2 from Omokoroa to Tauranga; they thought that this activity would have more impact after SH2 improvements were completed.

## **11 W2T OMOKOROA TO TE PUNA (TRANSFORMED) 316 COMMENTS**

### *Higher priority*

**316 comments**

A very large number of submissions (over 300) discussed the section of road between Omokoroa and Te Puna. While most submitters identified this specific section of road, others identified a larger section of road that included this section.

The key action wanted in these submissions was this section of road to be moved substantially up the priority list, with a large proportion stating that it should be the number one priority. In particular, the point made in support of moving this section of road to number one, was that it is the most dangerous stretch of road in the country due to many deaths and serious injury accidents occurring on it in recent years.

The most common solution sought was for the road to become a four-lane highway.

Overall, the submissions were consistent in the arguments put forward. The issue identified was the large amount of traffic volumes on the road congest it for many hours of the day, which results in unsafe journeys and many serious accidents leading to serious injuries and deaths. It is believed the issues will increase in the future due to population growth already occurring, and anticipated to continue over the short and medium term, particularly in places such as Omokoroa.

Specific points made about the state of the road included the high number of intersections that meet the road where it is difficult to enter/exit because of the high traffic volumes. Some stated that to enter/cross the road they travel away from the direction they want to travel for a distance before making a u turn. Specific intersections were identified, most commonly the Omokoroa intersection where it meets the main road.

Some identified better engineering solutions to improve the road or making the road 70km in some sections to reduce risks.

Some submitters referenced the criteria for prioritising projects, particularly that safety is a key criteria and subsequently this project should be moved up the list. It was also stated that safety criteria should be put ahead of economic criteria.

Additional to safety, submitters discussed the inconsistent and long travel times that occur because many cars use this section of road at the same time of the day. Some stated that peak time lasts for six hours. Submitters made the point that the problems are worse during holiday periods.

Submitters urged for this section of road to be improved prior to more residential development occurring, which will increase the amount of traffic and add further to safety and congestion issues. The point was also made that this section has been considered for upgrade for a long period of time.

This comment covered many of the arguments made.

*SH2 is currently disaster upon disaster for road users. The rapid escalation in population combined with a narrow, windy highway with a significant number of side roads has led to a frustrating and dangerous drive into and back from Tauranga city. The order of priority for addressing this is significant enough - due to the fact that people are dying in huge numbers here - to be placed at the top of the plans. What price human life? The social and economic cost of this stretch of highway is too great for us locals to continue to bear.*

This comment described the specific issues at the Omokoroa intersection.

*I live in Omokoroa and have the "battle of the traffic" every morning. At times I have to be "let out" of Omokoroa Road as the traffic is backed up towards Katikati. WBOPDC is allowing many subdivisions to happen in Omokoroa while the roads remain the same. The intersection of Omokoroa Road and SH2 has almost become a "death trap" - it's not if, but when, a fatal accident is going to happen at that intersection. To put the improvements to this corridor of road on SH2 way down the list, and a Cycle Action Plan at No.4 is ridiculous - do people's lives not count for much?*

## Lower priority

No comments

## 12 SH30 EASTERN CORRIDOR, CONNECT ROTORUA (STAGE 2:

### ILES ROAD TO ROTORUA AIRPORT)

0 COMMENTS

#### *Higher priority*

0 comment

No comments.

#### *Lower priority*

0 comments

No comments.

## 13 SH2 OPOTIKI TO GISBORNE (RESILIENCE AND SAFETY)1 COMMENT

#### *Higher priority*

No comments

#### *Lower priority*

No comments.

#### *Other*

1 comment

One submitter supported this activity being a prioritised activity in the RLTP.

## 14 IMPROVEMENTS TO KEY STATE HIGHWAY INTERSECTIONS TCC

### INTERSECTION IMPROVEMENTS

2 COMMENTS

#### *Higher priority*

2 comments

A couple of submitters sought higher prioritisation of key intersections. One submitter considered improvements to Barks Corner to be of great importance due to congestion issues, especially “since development in the Lakes and Pyes Pa” has occurred. This submitter also sought implementation of a pedestrian and cycle over bridge to enable safer crossing of SH29. The other submitter suggested that this activity should be increased to 8<sup>th</sup> position on the priority list.

#### *Lower priority*

0 comments

No comments.

## 15 W2T KATIKATI URBAN (PREVIOUSLY KATIKATI BYPASS)550 COMMENTS

#### *Higher priority*

W2T Katikati Urban was the most commonly discussed priority. Over 550 submissions made comments that this priority should be moved up the priority list. The most common places requested were either number one or in the top five. Note that nearly every submitter provided multiple reasons why this activity should be a higher priority – the individual reasons are discussed below.

Congestion was the most common reason discussed (450 submitters) in support of making W2t Katikati Urban (Previously Katikati Bypass) a higher priority. Congestion is caused by the high number of cars and trucks that travel through Katikati each day, and is identified as being worse during holiday periods. The impacts identified from this are discussed in the themes section below.

Safety was the next most common reason provided (250 submitters) for the Katikati bypass being moved up the priority list. Many submitters stated that there are safety concerns on the main street because of

the large number of cars and trucks that regularly travel through the town. Large trucks were identified as a significant hazard, particularly as people navigate the narrow road lanes. Numerous specific dangers and hazards were identified, which are discussed in detail in the themes section below.

Amenity, pollution and impacts on business were other key reasons provided (165 submitters) for moving this project up the priority list. For many, the large amount of traffic constantly travelling through Katikati was having a significant negative impact on the quality of life and businesses in the town. Many submitters stated that it is unpleasant, unhealthy and unsafe to visit town. The details of these comments are discussed in the themes section below.

Around another 50 submitters made general statements, without providing a supporting reason that this activity should be a higher priority.

### ***Lower priority***

No comments.

## **18 15<sup>TH</sup> AVENUE AND TURRET ROAD UPGRADE 71 COMMENTS**

Despite the 15<sup>th</sup> Avenue and Turret Road Upgrade activity being positioned 18<sup>th</sup> on the priority list, it has been discussed in this section due to the substantial number of submitters expressing concern for its position on the priority list.

### ***Higher priority***

***71 comments***

A substantial number of submitters wanted the 15<sup>th</sup> Avenue and Turret Road Upgrade activity raised up the priority list. Almost three-quarters of these submitters considered congestion issues on 15<sup>th</sup> Avenue and Turret Road from Welcome Bay and surrounding areas warranted the 15<sup>th</sup> Avenue and Turret Road Upgrade activity to be a higher priority. Some of these submitters stated that congestion in this area was caused by the recent rise in population density due to increased local housing and business development and the removal of the free bus service in the area. Some submitters expressed concerns for a decline in the community wellbeing caused by congestion on 15<sup>th</sup> Avenue, Turret Road, and nearby areas.

*Turret Road bridge/15th Ave needs to be higher in priority list. The traffic congestion is getting worse, and there are multiple subdivisions going up in Ohauti, and more in Welcome Bay.*

A small number of submitters noted that congestion on 15<sup>th</sup> Avenue, Turret Road, and nearby roads results in economic loss for local businesses and those transporting goods through this area.

A considerable number of submitters suggested specific positions within the priority list where the 15<sup>th</sup> Avenue and Turret Road Upgrade activity should be positioned. Three-quarters of these submitters thought that this project should be ranked at third position, whereas a small number of submitters wanted the 15<sup>th</sup> Avenue and Turret Road Upgrade activity to be in the top position; another small number of submitters thought that ranking this project within the top five positions would be appropriate.

### ***Lower priority***

No comments.

## **GENERAL COMMENTS ON PRIORITIES**

**52 COMMENTS**

A substantial number of submitters made general comments regarding the list of prioritised activities.

A moderate number of submitters requested higher prioritisation of an activity, but it was unclear which activity that they were referring to. One made a general comment seeking prioritisation for sustainable, innovative, and multi-modal systems for “this quickly expanding city” without stating which city they were referring to.

Several submitters made general statements seeking improvements and prioritisation of safety on the road, with many expressing concern for the fatal accident rate on Bay of Plenty roads.

*Life, the greatest gift, don't allow it to be taken away by your in-action. Your priorities must be on saving lives over other community priorities. Choose Life!*

A few submitters were frustrated that active transport-focused projects were prioritised over projects that aimed to improve safety on the roads, particularly SH2.

*It is ridiculous that walkways are rated above roads! Fix our BLOODY highway. Stop people dying! State highway upgrade needs to happen before more people die...*

A couple of other submitters noted the need to prioritise traffic management and congestion in Bay of Plenty.

A small number of submitters made simple and general statements regarding the priority list; these submitters wanted a review of the list or were surprised or found the proposed list “odd”. One submitter stated that the list lacked “future thinking” and that more active transport projects should be prioritised.

Concern that the priority list was generated with political or commercial interest, or gain, in mind was expressed by a small number of submitters. A couple of submitters stated that the list was too focused on projects around Tauranga rather than the whole region.

A submitter sought reasoning for the rankings within the priority list.

Another submitter queried why the committed activities were not in the priority list and expressed concern that this would mean these projects would not be implemented.

## OTHER PRIORITY SUGGESTIONS

20 COMMENTS

A moderate number of submitters made suggestions for the priority list.

Several submitters sought inclusion of the Tauranga Northern Link into the prioritisation list based on issues regarding safety and congestion. Some of these submitters referred to this project alongside other SH2-focused activities. One submitter expressed concern that the Tauranga Northern Link would not be implemented as it was identified as a committed activity but not included in the priority list. A small number of submitters sought the Tauranga Northern Link to be within the top 5 positions on the priority list.

A few submitters sought higher prioritisation for public transport-focused projects, including one that sought prioritisation for implementation of rail public transportation. “Future proofing” the region through promotion of public and active transportation was sought by one of these submitters.

Prioritising the link between Tauranga and Auckland was sought by a couple of submitters. One thought that passenger rail would improve this link, while the other sought improvements to the entire SH2 corridor between the two cities. Another submitter sought prioritisation of timing for the implementation of roading infrastructure between “Tauranga and the Port” for economic reasons. Prioritisation of improvements to SH2 and SH35 between Bay of Plenty and Gisborne was suggested by one submitter as they considered this route economically and socially important for the region.

One submitter suggested combining the W2T Waihi to Omokoroa, W2T Omokoroa to Te Puna, and W2T Katikati Urban activities and ranking this combined activity at position 6 on the priority list. This submitter was concerned by safety and congestion issues along this corridor, especially regarding road freight.

Adding a project to construct a vehicle tunnel adjacent to the existing rail tunnel through the Kaimai Range to the priority list was sought by one submitter.

One submitter sought higher prioritisation for the SH33 Te Ngae Junction to Paengaroa NSRRP (Stages 2 and 3) activity, preferably to 7<sup>th</sup> position.

# Themes discussed in public submissions

## ROAD NETWORK

### *Greater Bay of Plenty*

#### SH2 Waihi to Tauranga (whole section)

675 Comments

##### Safety

A very large number of submitters (over 450) expressed concern regarding safety along the SH2 corridor from Waihi to Tauranga. This road was considered dangerous due to the high accident rate and the poor quality of the road layout and surface. Several submitters stated that driving on this section of SH2 was like playing “Russian roulette”.

Many submitters considered the high accident rate, and resulting injury and deaths, along the SH2 corridor between Waihi and Tauranga to be sufficient cause to improve the road. Some submitters shared personal experiences of witnessing or being personally involved in serious accidents along this section of SH2 as examples of how dangerous it is and the importance of prioritising SH2 upgrades. Some submitters stated that fixing the SH2 corridor from Waihi to Tauranga would “save lives”, while others expressed their frustration and questioned how many more serious accidents it would take before the road was “fixed”.

*SH2 is no longer safe or fit for purpose as evidenced by the number of fatal collisions in recent years. In August 2017, the Automobile Association released an NZTA list of New Zealand's most dangerous roads, based on crash data from 2012-2016. SH2 from Katikati to Tauranga topped the fatalities with 18 deaths, 35 serious injuries, and 95 minor injuries.*

Submitters expressed concern for loved ones or themselves driving to school or work along the SH2 corridor between Waihi and Tauranga. Some stated that residents or “ratepayers” “deserved to get home safely”. Many submitters claimed that they were scared to drive on this section of SH2 as they were concerned about their safety and the safety of those in their vehicle.

*We have had numerous accidents in the stretch of road its crazy and so many near misses it ridiculous. I want a road i can drive on and know that when my family and friends are out there they are safe, not in harm's way.*

Others stated that their lack of safety whilst driving on SH2 induced stress and anxiety and prevented some from driving at all or leaving their home. Parents expressed concern for their children who were learning to drive (or on learners or restricted licences) on SH2.

Some noted that safety along the SH2 corridor between Waihi and Tauranga was lowered due to risky driving behaviour, such as speeding, unsafe overtaking manoeuvres, tailgating, and general driver impatience. While some blamed poor roading conditions for these behaviours, others stated that discouraging these actions and improving driver education was the key to improving safety on SH2.

*Need 4 lane highway from Waihi to Tauranga. Turning right off highway is scary, stressful. Puts one off going out. Speed limit should be the same as trucks. How ridiculous to have 2 speeds on 2 lane highway. I see tailgating, dumb overtaking. Sick of it.*

Others commented on the layout and surface quality of the SH2 corridor from Waihi to Tauranga, with some adding that the road was “not fit for purpose”. Many particularly referred to the danger of having side roads with low visibility intersecting with SH2; some stated that poor visibility and heavy traffic volumes caused people to increasingly take risks to pull onto SH2 although it may not be completely safe.



*The increasing volume of traffic, and multiple unsafe intersections with side roads appears to be leading to frustrated and rushing drivers, who take undue risks, particularly when pulling out onto the state highway from side roads. There are not enough safe turning lanes, very poor visibility at the majority of the intersections...*

Submitters also commented that the quality of the SH2 road surface was poor and a significant danger to those travelling along this corridor.

*I am also very concerned about... the quality of the road surfacing between Waihi and Tauranga. it is terrible - uneven, potholed, depressed, raised, degrading in patches. This poses a very significant hazard to drivers and I believe the bypass will help to alleviate these problems.*

A substantial number of near identical discussions were submitted regarding safety along the SH2 corridor from Waihi to Tauranga. This discussion provided statistics on the number of fatalities, serious injuries, and minor injuries caused by accidents on SH2 between 2012-2016 compared to other New Zealand roads, as well as reporting that traffic volumes had doubled in the last 20 years on SH2; these statistics were used to demonstrate how dangerous this road is. The submission continued by giving examples of factors that contributed to accidents in the area; these included: poor road layout, congestion, and driver distraction, behaviour, and intoxication. This discussion sought a reduction in the speed limit to 80 km/h as an interim measure prior to the “installation of a median barrier and the construction of new roads”. This submission concluded by expressing the urgency to upgrade the SH2 corridor between Waihi and Tauranga to reduce the frequency of accidents.

## Congestion

A very large number of submitters (over 260) stated that congestion along the SH2 corridor between Waihi and Tauranga was a major issue. Congestion along this road was considered a significant problem as it reduced road user safety, increased commuter time leading to economic loss, and diminished community wellbeing.

Many claimed that the volume of traffic had substantially increased and would continue to do so into the future; for this reason, these submitters sought urgent action for the implementation of SH2 improvements. This rise in traffic volume was considered to have come from a population boom and an increase in industrial development throughout the region; however, a small number of submitters noted that congestion was significantly worse during holiday periods due to the high number of tourists and holiday-goers travelling on SH2.

*...During that time [last 10 years] there has been high growth in the Bay of Plenty, in population, tourism, housing and horticulture. This has left people living along this corridor in a seriously dangerous situation, sharing a heavily congested 2 Star rated state highway, travelling at 100kph, with many narrow bridges, and with no other alternative route.*

New housing developments and economic development was reported to have caused an increase in the population, and therefore traffic volumes on SH2, by many submitters. Workers commuting from smaller towns, such as Omokoroa, Katikati, and Aongatete, and travelling to and from larger centres each day were reported to be a major cause of congestion on SH2. Many expressed their frustrations over the Council allowing new housing developments to be built prior to upgrading the SH2 corridor between Waihi and Tauranga, as they felt that this will further increase the volume of commuting traffic and exacerbate congestion.

*I just want to express just like everyone else in this community how dam important it is to get our roads started to help services all the vehicles on it, at present its not good enough. So if its not good enough now, just imagine in 3yrs when Omokoroa is bursting at the seams with housing going in left right and centre its appalling to see. Why cant*

*we be like Australia and England, where its roading first then infrastructure later, its crazy especially here with the large volume of new people coming to the area.*

A substantial number of submitters stated that industrial vehicles from local agricultural and horticultural farms and facilities, as well as road freight vehicles, significantly contributed to congestion issues on SH2 between Waihi and Tauranga.

Increased congestion was considered a major contributor to promoting risky driver behaviours such as pulling out of side roads without a sufficiently sized gap to safely merge into traffic or attempting dangerous passing manoeuvres; the danger of these driver behaviours and actions were reported to be exemplified by the presence of trucks and other industrial vehicles.

*In the early days there was never any issue. I now sit for up to 12-15 mins before I can safely turn onto SH2 and this is more often than not a split second gap. The loss to our local economy watching the delayed trucks in long queues of traffic is ridiculous.*

Concerns that long traffic delays caused by excessive congestion along the SH2 corridor between Waihi and Tauranga were having negative economic impact for Bay of Plenty and New Zealand were expressed by submitters.

A small number of submitters noted that congestion was significantly worse during holiday periods due to the increase number of tourists and holiday-goers travelling on SH2.

Many submitters expressed their feelings of frustration and anxiety regarding congestion and high traffic volumes along the SH2 corridor between Waihi and Tauranga; some emphasised the negative impact congestion had on community wellbeing.

Due to the reasons discussed in this section, most of the submitters commenting on congestion on the SH2 corridor between Waihi and Tauranga, emphasised the urgency for improvements to be made to this road.

### Action sought

A very large number of submitters (235) sought action for improvements to be made to the SH2 corridor between Waihi and Tauranga. Many of these submitters expressed concern that significant infrastructural improvements to SH2 were not being planned or implemented with the urgency required.

The high accident rate, and resulting injuries and fatalities, were considered sufficient reasoning for urgent action to improve SH2 between Waihi and Tauranga by many submitters; however, many were frustrated that action had not been taken sooner. Some submitters sought interim safety measures to be implemented while larger infrastructural changes were being built.

*Needs to be done NOW!!! too many lives lost and at danger. We live right on State Highway 2 and our drive way is directly on the highway and we fear our lives coming and going our own property.*

Others considered congestion issues and the ever-increasing traffic volume on SH2 to warrant immediate action; some referenced the likely increase in traffic volume caused by proposed housing developments in the area.

*Please Please Please fast track this roading plan we need it now! ...there is measurable increase in traffic this year from last year we need to start infrastructure now, to secure our future safety on this road...*

Some submitters exclaimed frustration that projects planning to upgrade SH2 had been discussed for many years and that immediate action was now required.

## Suggestions

Suggestions to improve SH2 between Waihi and Tauranga were made by a substantial number of submitters.

A considerable number of submitters suggested that the speed limit of SH2 between Waihi and Tauranga should be lowered; some specified that this action would be effective in the interim while larger infrastructural changes were made. Several submitters thought that 80 km/h was an appropriate speed limit, while a small number suggested 90 km/h and another small number of submitters made suggestions lower than 80 km/h.

*I ask for an urgent review of speed limits and propose an 80kph maximum from Waihi to Tauranga pending the installation of a median barrier and the construction of new roads.*

A moderate number of submitters stated that widening SH2, either by installing another lane in each direction or increasing the width of the current lanes, or installing multiple passing lanes would relieve congestion and improve safety for road users.

*It needs to be a 4 lane highway either by widening the existing road or preferably a new road at least in parts. It shouldn't be another "sticking plaster and elastic bands" patch and graft job. It needs to be properly planned and designed ASAP.*

A couple of submitters specifically mentioned widening or building a new lane across SH2 bridges as these were "bottleneck" areas. A couple of submitters suggested that turning bays or extended merging lanes should be installed along SH2 to improve safety around vehicles turning coming on or off SH2 from side roads.

A couple of submitters suggested building a new "express way" or changing SH2 into one. A few submitters thought that turning this new or improved road into a toll road would pay for the required infrastructure and building costs. One submitter suggested that international road planning experts should be consulted to build a new toll road. Another submitter suggested:

*Perhaps the council should introduce a daily traffic limit and permit only traffic volumes that the road can safely handle. This of course will create a huge outcry from the taxpayers who are entitled to use the infrastructure they have paid for, and the noise may encourage quicker action.*

Installation of a centre barrier along SH2 was sought by a small number of submitters. Some noted that this would disable vehicles crossing the centre line and therefore reduce the likelihood of a head-on 200km/h collision.

A small number of submitters suggested that increased driver education either on or off the road would improve safety on SH2 between Waihi and Tauranga and reduce congestion. Some of these submitters suggested informative signs along this section of SH2; one commented that this would be a quick and cheap method of traffic management that may have a dramatic impact.

Other submitters suggested improvements to public transport and active transport facilities and services, or promotion of car-pooling, as these solutions would relieve congestion by reducing the number of private vehicles on SH2.

## Negative comments regarding SH2 action

A small number of submitters made negative comments regarding previous efforts aimed to improve safety and congestion for SH2 road users. Submitters expressed frustration with how long projects that improved roading or public transport services on SH2 took to complete. The quality of road surface work was criticised, due to the rapid reoccurrence of pot holes after this work was completed. Others commented on the ineffectiveness of the centre barrier implemented along sections of SH2 between Waihi and Tauranga.

*Perhaps the council should introduce a daily traffic limit and permit only traffic volumes that the road can safely handle. This of course will create a huge outcry from the taxpayers who are entitled to use the infrastructure they have paid for, and the noise may encourage quicker action.*

A small number of submitters did not consider the proposed improvements to SH2 between Waihi and Tauranga to be required or effective. Some of these submitters stated that driver behaviour and skill level were substandard, and the quality of the road itself was not to blame. Others thought that the project would not be cost effective. One submitter wanted an “expressway” to be built instead of improving SH2.

*When addressing road safety on SH2 I believe better educating drivers and possibly a speed reduction would be a more beneficial use of funding. Drivers need to be helped to understand the roads hazards perhaps through improved signage and road markings. Large projects such as four Laning part of the highway has a minimal and localised impact, often transferring the issues further down the road.*

## W2T Katikati urban (previously Katikati bypass)

655 comments

Around 655 submitters discussed the congestion problems in Katikati caused by the high traffic volumes, and subsequent impacts, particularly safety and public amenity concerns. This discussion is linked with the priority section above which discusses the same activity.

### Congestion

Around 500 submitters made points criticising the level of congestion currently in Katikati. It was identified by submitters to be caused by the high number of cars and trucks that travel through Katikati each day, and is considered worse during holiday periods. The impacts caused by congestion included: difficulty for everyone, particularly older and younger people crossing the road; pollution from truck fumes and smells causing health issues; the long traffic jams that occur; difficulty in being able to shop; damage to roads which regularly need to be repaired; the town is a major choke point for vehicles travelling north and south; the problem will continue to get worse with population growth and the popularity of the area for tourism; the quality of the town centre is undermined; it is difficult to turn a vehicle on the main street; there are too many vehicles for locals to be able to easily move around; slows freight movements and has a subsequent economic cost; and, the loud noise from vehicles. This comment covered many of the issues.

*The town of Katikati is already a bottleneck on a significant number of days. The Council is determined to grow the population of the Western Bay and Tauranga. So traffic which is already far too high for the design of the SH2 is going to increase even more rapidly over the next few years. There are two main reasons why the Katikati bypass should be near the top of the draft plan for Regional Transport for the next ten years. The most obvious and urgent one is to prevent holdups in the town thus improving traffic flow on the SH2. The second reason is to reduce the traffic flow through the town centre so that residents are able to do simple things like shop, cross the road in safety, reverse out of a parking spot in safety, enjoy being in town without breathing exhaust fumes and having to endure constant traffic noise. A significant number of Katikati residents are no longer prepared to shop in the town but prefer to go to Waihi. Waihi shopping precinct has the huge advantage of having no through SH2 traffic!*

### Safety

Around 340 submitters identified safety concerns in Katikati as an important transport issue, caused by the large number of cars and trucks that regularly travel through the town. Large trucks were identified as a significant hazard, particularly as vehicles and pedestrians navigate the narrow road lanes. Numerous specific dangers and hazards were identified, including: difficulty for pedestrians in crossing roads, particularly as there is only one safe place to cross, which causes people to take risks; it is difficult for cars to enter the stream of traffic, particularly because of the angled parking on the main street; vehicle exiting

and entering the main road from side roads was also considered dangerous because of difficult getting into the stream of traffic, particularly turning right; people and cars are sometimes not seen by large vehicles; fumes from traffic were also considered a significant hazard; and holiday traffic exacerbates the dangers.

Numerous submitters asked a similar question – how many people need to die before this project will be completed? While others stated that it is the most dangerous road in New Zealand.

This is one submitters' comment which included multiple points regarding safety.

*I want the Katikati Bypass elevated from priority 15 in the Draft Regional Transport Plan 2018 to a priority not lower than the top 5. am dismayed that, after 28 years as a Bay of Plenty Region ratepayer, with the Katikati bypass becoming a constantly more necessary infrastructure item/policy decision, it is still being bandied about as a prop for "higher priority" items. The traffic hazards (including pollution) and delays to pedestrians, cyclists and motorists (all categories into which I fit) are becoming intolerable to the point where active avoidance of Katikati, as our local community hub and transit route, has become a detrimental factor in daily social, active, commercial and transport life. Construction (not "planning") of a SH2 bypass for Katikati would alleviate these concerns.*

This was one submitter's comment which explained the hazards of experiencing the main street of Katikati.

*Katikati needs the urban bypass elevated from no 15 priority to number 1. I live in Park Road and it is a nightmare and dangerous for me trying to get onto the main road from Beach Road. As is all the other roads in Katikati that lead onto the highway. During the holiday period it's even worse. People don't want to live here anymore and going to the shops on the main road is never a pleasant experience, and its dangerous, due to the traffic including the heavy trucks. Please make this happen for the safety and enjoyment of our town.*

### Amenity, pollution and business success

Over 220 submitters identified amenity, pollution and business impacts in Katikati due to the large volumes of traffic travelling through the town. The large amount of traffic constantly travelling through Katikati was considered to have a significant negative impact on quality of life and businesses in the town. Many submitters stated that it is unpleasant, unhealthy and unsafe to visit and be in town.

The large amount of vehicle traffic (including large trucks) produces a lot of noise and fumes making it unpleasant for people to visit. Specific examples given included it is difficult to stand on the street or in a shop with the door open and have a conversation because of the large amount of noise that traffic generates. Similarly, the fumes that are created are unpleasant to be in and deter people from visiting or spending time in the town. People are also inconvenienced and put off from visiting due to the difficulty they face in crossing the road in a vehicle or on foot and in parking.

Some used terms such as wanting to reclaim their town, which they believe they have lost to the large traffic volumes. They want to be able to develop a quality town which has a vibrant heart and is pleasant to be in. People also made the point that this is a growing area and the town should be pleasant for people to be in. They believe it is necessary to significantly reduce the amount of traffic using the main street for this to happen.

Many submitters stated that people are deterred from shopping in Katikati because of the traffic impacts. They stated that some people choose to shop in other places because they are put off so much. This reduces the prosperity of local businesses. Some specifically referred to the impacts on local shop keepers who have to put up with the noise and fumes all day and every day. They stated that it is dangerous to their health and other visitors to the town. This was one comment explaining the degraded experience people currently have to put up with in the town.

*What pleasure is there in meeting for a coffee when you have to shout above the sound of thundering trucks? There is a plan to develop a new town centre. However, this is going to be very difficult to implement successfully whilst the town is split down the middle by a continuous stream of traffic. I am sure that most truck drivers would be delighted if there was a bypass thereby avoiding the slow moving bottleneck of traffic currently snaking its way through our town... Please help us make Katikati a pleasant and prosperous town again.*

This comment explained the impact of large amounts of traffic and the amenity and appearance of the town.

*I'm even more deeply disappointed at the ranking given to the 'Katikati bypass' in the draft RLTP2018. The township is being smothered by an obnoxious vehicle count, which includes multiple massive truck and trailer units. No wonder the main street looks the worse for wear, bedraggled and dirty. It's noisy - which makes it un hospitable. It's pervaded by exhaust gases and particulate emissions - which make it unhealthy. And it's clogged with traffic, which make it unpleasant and unsafe for locals and visitors alike who are discouraged from stopping/shopping by the ridiculous, and at times dangerous, congestion. The bypass MUST be built and it needs to be built now. It's ridiculous that's it's been talked about for 40 years. The town of Katikati, from a social and economic perspective, will languish it's somewhat grimy, careworn state if the traffic isn't diverted. I thought more traffic would make for a prosperous town but I can see that the opposite is in fact true. I request that W2T Katikati Urban is moved into the top FIVE on the priority list.*

This is another comment describing what is currently encountered in the town and the consequences for businesses.

*I am concerned with the delay in the formation of the Katikati Bypass. As a recent arrival to this area (from Auckland) I see that the bypass is important for the community. One Saturday I went down to the township for a coffee with my husband. The traffic was congested with trucks and other vehicles. To get out of the carpark was frustrating as we had to wait for a kind motorist to let us into the flow. At the present time it is dangerous to cross the road (unless you are down near the traffic lights). I have experienced the frustration of the lack of progress for Penlink on the Hibiscus Coast. Because this hasn't happened, businesses are relocating to Millwater, and Whangaparaoa is dying. This could happen in Katikati if a proper transport network is not given the priority it deserves.*

## Action sought

A very large number (170) of submitters stated that action needs to commence (or similar words) on the Katikati bypass, without specifically stating that this activity needs to be elevated in the regional priority list. Many of these submissions discussed the amount of time that this initiative has been talked about, without the project actually commencing. Many also discussed the promises that have been made in the past by various agencies. This is one of the many comments which mentioned how long the bypass has been discussed.

*I am also very concerned about... The roads in Katikati and through to Bethlehem. The bypass has been on hold for far to long. In 1958 when I started in work in Katikati they were going to build a bypass. This would alleviate problems with Highfields and Beach Road with less traffic going through town. In the last 2 to 3 years the traffic volume has increased so much it has become much more dangerous. There is to much talk and meetings and NO action. These things need to be started not just talked about like it has been for the last 60 yerars that I know of.*

This was another typical comment which wished for the bypass to be built soon.

*Even if the bypass is started today it would take three years of accidents, deaths and traffic congestion for Katikati and surrounding community. Many older people live around this area. They are afraid to travel along this road because of accidents and dangerous driving. Many commuters live in this area and their daily commute is a misery. Please make this happen asap.*

## Negative comment on bypass

Two comments stated that the bypass should not be a priority, stating that other SH2 projects are a priority.

## Waihi to Omokoroa

15 comments

### Safety along corridor

Several comments identified the danger on the road between Waihi and Omokoroa. A number of these submitters stated that this is the most dangerous road in New Zealand. This was one comment.

*The W2T Waihi to Omokoroa (Safer Corridor) is at a better position on the list, but with the current rate of accidents due to the high vehicle numbers on this stretch of road, lives would be saved if this could be moved to #1. This is reported to be the most dangerous stretch of road in the country so surely it deserves to be ahead of the 'Tauranga Cycle Action Plan implementation'?!'*

## Congestion

A few submissions discussed the congestion between Waihi and Omokoroa, commonly linked with the Omokoroa to Te Puna road section.

## Other

A couple of other individual submissions were made. One was that the road between Omokoroa and Tauranga should be completed first and another that more capacity is needed between Waihi and Omokoroa.

## Omokoroa to Te Puna

210 comments

### Congestion and too many cars for the road's quality

Around 150 submitters discussed the congestion issues on the road between Omokoroa and Te Puna. While many identified congestion as a contributor to accidents (discussed below), other aspects of congestion were also discussed.

Getting onto the main road, particularly at the Omokoroa and Youngson intersections were considered significant issues. The main contributor to this occurring is considered the large and growing population having to use roads not engineered for the amount of traffic, and in particular for people to be able to enter or exit the main road.

*Omokoroa is a peninsula with one road connecting it to the outside world. That road is a little back road called State Highway 2. The erroneous designation should not be confused with what it actually is or the volume of traffic it tries unsuccessfully to handle. The present resident population is enough to create significant traffic queues morning, evening and at weekends*

Over 75 submitters specifically mentioned these intersections and the difficulty they have with entering or exiting the main road. These delays also lead to risk taking and accidents (discussed below) as people take risks or misjudge distances of fast moving vehicles. Some stated that a roundabout at these intersections could be a solution. This was one comment describing the problems.

*Please make the road between katikati and Tauranga and the intersections along the way safe. My son is scared to go on the school bus as it pulls out into fast moving traffic, there seems to be a major accident once a week causing yet more tailbacks and putting 12 thousand people in Omokoroa without upgrading the intersection with SH2 is ludicrous to put it politely. Pulling out at Barrett or Youngson Road is almost impossible at certain times of the day with visibility extremely poor for such a fast road.*

This submission provided details of specific concerns:

*The road from Bethlehem to Omokoroa must be given a much higher priority. The road has the highest number of deaths per kilometer of road. At only about 12 km long, there are almost 20 formal road intersections, plus an over 50 informal entrance/exits to houses and businesses. From any of these can emerge bikes, motorbikes, cars, vans, trucks, sprayers, tractors, and more. Many are on blind or semi-blind positions so are difficult to react to. Further at many of these locations there are double yellow lines on SH2 centreline - yet private traffic often turns across these double yellow lines in front of me as there is no other way to access the off road properties. The traffic now in 2018 is very heavy, and despite the completion of Te Puna roundabout, delays are common. The bridge over the Wairoa River is a bottleneck and jams SH2 when there is an incident here. Today the 12th March it took me more than one and a half hours to drive from Omokoroa to Tauranga for a business meeting. When you combine all of this together with a 90/100 km/hr speed limit, it is no wonder there are so many accidents and fatalities. The upgrading of this road must be given a much higher priority. In the meantime until the road is upgraded please reduce the speed limit to 80 km/h and enforce it. For the safety of everyone.*

Submitters also discussed the delays for people getting to and from work and education. This is one comment stating the current peak times and the likelihood of this increasing.

*As a local of Omokoroa for almost 6 years now I am finding travelling to Tauranga increasingly difficult due to the number of sub divisions that WBDC have allowed to happen in both Katikati and Omokoroa. We are ground to an almost stand still every morning between 7.30 and 9.30 and with another 700 building sections forecast for the next 2 to 5 years with approx. 2 cars per household we will be totally Grid locked.*

## Safety

Around 120 submissions discussed serious safety concerns with the Omokoroa to Te Puna section of road. Many of the submissions contained detailed personal explanations of their concern. The main cause for concern was the very large number of vehicles (cars, tourists and trucks) using a road that was not designed for the amount of traffic that is using it, because of its narrow, winding nature and numerous entry points from side roads. People frequently mentioned that this is the most dangerous section of road in New Zealand.

Many of the submitters showed concern for their family and in particular their children. They often stated that they were in fear using the road and worried about whether their family would return home safely at the end of the day.

Consistently the same issues were identified: the area is growing and there are increasingly more people using the road (with projections for this to continue); the road does not have the capacity to cope as it is too narrow and not engineered to cope with the amount of traffic; there are many different vehicle types using the road from tourist driven vehicles to large trucks; it is increasingly difficult to get onto the road, particularly turning right, and people are continuing to take more and more risks; more congestion leads to increased risk taking.



Many talked about regularly encountering accidents which may be fatalities or serious injuries. There were frequent reflections on the impacts on families.

This comment discussed the impacts of more vehicles using the same section of road.

*I would like the Omokoroa 4 lane ranking on the priority list to be changed to the top 5 please as we travel on this road with all the children every single day and the accidents seem to be occurring more frequently and becoming more severe. It is worrying that as the amount of cars keeps rising and you see more and more people taking chances when pulling out of turnings*

This is a personal account of concern that one respondent had from using the road.

*Omokoroa has been my home for 14 years. In that time, it has grown, but has still managed to maintain it's village feel, of people caring for each other, looking out for others, and connection. Every day, I leave Omokoroa and turn right, to drive to Katikati for work. My husband also drives north for work. We have children that catch the school bus into Tauranga for secondary school. Each morning and afternoon, we, along with many thousands of others are exposed to undue risk, just getting to work/school and home again. Every day, we spend an hour (or two) on New Zealand's most dangerous road. We don't have a choice. There is no other route available north or south of Omokoroa. My husband is a member of the Omokoroa Fire Brigade. He is often part of the response team to the incidents that occur on the State Highway. How much support and professional assistance will be required by these volunteers, over the coming years, as they deal with so many fatal and serious accidents? These volunteers are not trained and equipped to be faced with fatalities and serious life changing injuries on a regular basis - this should not make up the majority of their brigade's work. They are Fire Fighters, and First Responders. They do it as part of their commitment to the community, leaving their families when the pager goes off - often missing family meals and events - to pick up the pieces, and assist those in need. It happens far too often. I wonder how long we can continue to call them accidents, when everyone knows the road is beyond capacity and grossly unsafe. We need action, now, to make our only option safe. Everyone living in Omokoroa, Whakamarama, Pahoia, Te Puna, and surrounding areas have no other option.*

### Seek immediate action

Around 35 submissions stated that action needs to occur now (or similar wording). Some discussed the growing population, which is predicted to increase further in the coming years. They stated that action needs to commence now as it will take a few years to build a road with increased capacity. This comment was similar to many:

*Start building new road, as it will take few years, and by than few more deaths. Omokoroa population is going to quadruple by apparently 2020- 2030. We'll I think it will by 2020. So you have 2 years to build it. Thank you so much. It will save lives.*

### Other

Other comments included specific intervention suggestions, such as a turning lane for Quarry rd; lowering speeds in specific places; consider the cost to ACC of accidents; toll the road to fast track upgrades; traffic lights at Te Puna; the current problems should be solved before future issues are considered; the need for route security at Te Puna bridge. One couple described in detail the personal health impacts of even thinking about driving in this section of dangerous road.

The Omokoroa Community Board detailed why this section of road should be upgraded, citing growth, safety and economic reasons and stated that they would present a petition to the Committee.

## Tauranga Northern Link

22 Comments

A moderate number of submitters made comments regarding the Tauranga Northern Link.

Note that some of these submitters seemed to have been unclear about the extent of the Tauranga Northern Link and some confused this with the entire upgrade of SH2.

Several submitters thought that the implementation of the Tauranga Northern Link would improve road user safety and reduce the frequency of accidents. This project was expected to relieve congestion in the area; some explained that congestion issues would only get worse when housing developments are completed, and the area would experience a dramatic population increase. A few submitters stated that congestion on SH2 had negative economic impacts for the region and that the Tauranga Northern Link would reduce these impacts. One submitter expressed concerns for the wellbeing of the community in the area due to current congestion and safety issues along SH2.

Several submitters emphasised the urgency and importance of implementing the Tauranga Northern Link. Some were deeply concerned that this project was not on the priority list or that this project has been significantly delayed.

One submitter made a negative comment on the Tauranga Northern Link project. This submitter considered the “intersections on sharp corners” as their primary safety concern for SH2 and stated that this project would not rectify this issue.

## Kaimai Summit to Tauriko (SH29)

12 Comments

Several submitters sought action for the Kaimai Summit to Tauriko (SH29) activity, with over two thirds of these submitters seeking a road tunnel to be built through the Kaimai Ranges. Submitters thought that this project would reduce congestion on SH2 as fewer personal and freight vehicles would need to use SH2; some considered this project more cost effective compared to upgrading SH2 or building the Katikati Urban. Others sought action on the Kaimai Summit to Tauriko (SH29) activity to improve safety and efficiency on this corridor, while one thought that this would improve access to Tauranga. One submitter sought improvement to McLaren Falls Road and Cambridge Road intersections with SH29 to improve road user safety.

One submitter did not approve of the Kaimai Summit to Tauriko (SH29) activity as they did not think this would reduce congestion. Another submitter stated they would prefer upgrades to SH2 rather than SH29.

## Rotorua

A couple of submitters sought action regarding congestion around the Ngongotaha Road roundabout. This roundabout was considered a “pivotal entry point to Rotorua” and one of the submitters expressed concern for safety along this corridor. One suggested that a “through lane for traffic on Ngongotaha Rd” would be simple and cost effective.

## Wainui Rd to Opotiki (SH2)

1 comment

One submitter commented on the Wainui Road to Opotiki (SH2) activity. This submitter reinforced the importance of SH2 to link Bay of Plenty to Gisborne for current and future social and economic reasons, particularly regarding agricultural and horticultural development in the regions. They identified two “bottle-necks” that effect traffic flow; these were the Waimana Gorge and the single lane Pekatahi Bridge. This submitter supported proposed actions aimed to improve Waimana Gorge; however, this submitter requested that the Pekatahi Bridge be converted to a two-lane bridge and the “timely prioritisation of Opotiki to Ohiwa Cycle Trail activity”.

## SH35 Opotiki to Gisborne (Resilience & Safety)

1 comment

One submitter stated that they supported the SH35 Opotiki to Gisborne (Resilience & Safety) activity to “enable the ongoing success of the extensive horticultural developments planned for the Omaio and Te Kaha areas”.

# Tauranga

## Welcome Bay (15th Ave, Turret Road)

190 comments

A very large number of submitters made comments regarding Welcome Bay, 15<sup>th</sup> Avenue, or Turret Road. Most of these submitters were concerned and frustrated with the level of congestion in Welcome Bay and these roads, with many stating that the traffic volume had recently increased and would continue to do so in the future due to new housing developments and a subsequent population increase. Some gave examples of how long their morning commute into town or the school run took compared to previous years. Many added that congestion and increasing travel times were causing community stress and loss of economic productivity. The lack of infrastructure and facilities in Welcome Bay, such as schools, supermarkets, and other shops and businesses were considered a significant cause of increased traffic on the roads as everyone in Welcome Bay and surrounding suburbs had to travel into central Tauranga for these services.

*Build a intermediate and high school out welcome bay area the population deserves it, this would also ease the amount of buses needed as kids would be walking and biking the short distance instead of taking a ride from parents because their school is day hike to get there any other way*

Removal of the free bus service for school children was considered a major contributor to congestion in this area. Safety on Welcome Bay roads, 15<sup>th</sup> Avenue, and Turret Road was a concern for some submitters, primarily due to high congestion levels. Due to these reasons, a small number of submitters referred to Welcome Bay as the “forgotten suburb”.

*I believe that the traffic congestion around welcome bay and Maungatapu needs urgent attention. There is continued growth in this area with no sensible solution being proposed at this stage. In order for the traffic congestion to be addressed properly there needs to be significant change to the layout between the turret road bridge, along 15th Ave up to Cameron road. This problem is not going to be fixed by temporary solutions. The situation at the moment is unacceptable and our communities need answers urgently.*

Some submitters made suggestions to improve traffic flow between Welcome Bay and central Tauranga. Most commonly, submitters sought more road lanes or at least widening of 15<sup>th</sup> Avenue and Turret Road. Some suggested that dedicated bus lanes or improved public transport services would relieve some congestion issues; however, a couple did not agree. Alternative routes out of Welcome Bay were sought by some submitters; one suggested a bridge to Fraser Cove. Improvements for cyclists and pedestrians in this area were also suggested.

A moderate number of submitters expressed their frustrations over the ineffective impact that the new Maungatapu underpass would have on congestion in Welcome Bay if 15<sup>th</sup> Avenue and Turret Road were not upgrades as well.

*The upgrade of the Turret Road and bridge connecting to 15th Ave is of urgent attention. The Maungatapu roundabout underpass will fast lose its effectiveness when people discover the traffic issue has just moved further down the road. Action needs to begin immediately just to have the improved road and bridge in place in several years time. More traffic is added to the route daily as new subdivisions flourish in Ohauti and Welcome Bay.*

Overall, many of these submitters expressed their frustration with the perceived lack of action and urgency to fix the traffic issues in Welcome Bay.

## Congestion in Tauranga

40 comments

A considerable number of comments discussed Tauranga's traffic congestion. There was concern that it is getting worse and there was a desire for action to be taken so that the city doesn't become gridlocked. People had a desire for vehicles to move more freely around the city. This was one comment.

*Something has to be done and as said here it had to be bold and innovative - we can't let Tauranga become another Auckland with traffic grid locks and a very inefficient city*

While the majority of respondents identified the problem and stated that something needs to be done, around a third of these submitters were in favour of interventions other than building more roads, in particular improving public transport services.

This submission outlined why they believe that building more roads is not the best solution.

*Traffic congestion is identified as the highest priority problem to be addressed. This should be a lower priority than improving safety since traffic congestion isn't actually killing anyone. The 'solutions' proposed for traffic congestion all involve building more road capacity, which won't solve the identified problem. Some of the solutions proposed for safety seem to be an excuse to build more road capacity too. Building additional road capacity is not only a large capital expense but has significant opportunity costs and increases the burden on future maintenance budgets. The proposed 'solutions' to congestion all involve building more road capacity to meet a perceived level of demand. However these are not truly solutions as they will not solve the identified problem. It is impossible to build your way out of congestion. More road capacity encourages more trips which causes more congestion, this concept is known as induced demand and is well documented the world over. No city has ever alleviated traffic congestion by building more roads.*

This is the problem and solution that one submitter described.

*Priority problem is the level of congestion in Tauranga - and the reliance on private vehicles. Please do not keep widening roads for more cars but focus on improving the bus service and prioritising buses on roads over cars. Funding should go directly into providing free buses for students and significantly reduced rates for other users to get people out of their cars and into buses.*

## Eastern Corridor Growth (Papamoa, Wairakei, Te Tumu...) 20 comments

Multiple topics were covered in the moderate number of comments which discussed Eastern corridor growth. A small number of comments stated that a better roading solution is needed to Te Puke/Papamoa, commonly a motorway. Other suggestions were also made: better public transport should be improved in this area; improve roading to enable tsunami evacuation; improvements at Turret Rd will improve the Eastern Corridor; park and ride should be considered; passenger rail should be developed on the existing rails; and the Bayfair underpass should be returned.

Four comments stated that the proposed activity should be reduced as a priority.

## Western Corridor - Tauriko (urban)

17 comments

The opinions expressed in the moderate number of comments about Tauriko were split between those who stated there is need for specific interventions to improve traffic flows in the area now, and a similar number who stated that there are other more pressing traffic concerns in other parts of the region that should be addressed prior to action being taken to plan for Tauriko's future growth.

## Tauriko West Network Sh29 (freight, safety)

9 comments

The majority of comments in this section were in favour of improvements to SH29, particularly intersections, to improve traffic flow. This was a typical comment.

*I support the urgent need to deliver the safety and efficiency improvements to TNP SH29  
Tauriko West Network connections and the Western Corridor Growth Management -  
Tauriko West Connections*

A couple of comments stated there are higher priorities in the region and freight movements shouldn't be put ahead of people's safety in other places.

## Totara Street Improvements

2 comments

A couple of submitters stated that they support the walking and cycling improvements planned for Totara Street.

## Key SH Intersections (Elizabeth St, Takitimu Dr, Barkes Cnr)

1 comment

One general comment was made in support of improvements to key state highway intersections.

## Other Tauranga comments

20 comments

A variety of other comments were made to improve the transport network in Tauranga: a small number of submitters stated generally that roads need to be improved in Tauranga with one stating that better roads are needed over a museum; one submitter stated that a more hands-on approach to growth by local government is required; one submitter asked why road works at Pyes Pa Road and Kennedy Road has taken so long; two submitters felt the ring road that was abandoned in 2005 should be revived; one submitter suggested a bridge with walking and cycling lanes at Matapihi; one submitter stated stop the one way system in Pilot Bay; have parking away from CBD and run shuttle buses from park to town/ Mt/ Bayfair/ Lakes; one submitter suggested a large car park and ride just outside Mt Maunganui; more pedestrian crossings in Oceanbeach road were suggested; one submitter was in favour of slowing growth, as Tauranga is too big and is using productive land; another stated there is a need for a better interconnected bus/cycle transport system, similar to Singapore; and one submitter stated they support Todd Muller's opinion.

## Road corridors

4 comments

Four comments specifically discussed road corridors. A variety of comments were made: one was concerned that the new Auckland/Tauranga via Matamata corridor would not improve transport flows, instead they thought this would just increase use, and they stressed improving bottle-necks; one submitter wanted consideration of a toll road tunnel next to the Kaimai rail tunnel; one submitter suggested concrete based four lane motorways that don't squeeze to one going through towns such as Katikati. One submitter made this comment regarding road corridors in Tauranga:

*CH6 CORRIDORS 6.3 TAURANGA URBAN NETWORK Agree all in this section, particularly Traffic Growth focus and Resident Safety (pedestrians/cyclists); urban centre initiatives should feed multi-modal network. Consider light rail or tram down centre strip of Cameron Road and reduce to 1 lane traffic the length of Cameron. This would remove the bottlenecks when 2 merge into 1 (Greerton/Hospital). Mt Maunganui park and ride at Coronation Park with circular tram looping Pilot Bay/Adams/Marine Parade).*

## Road freight

260 comments

### Road freight in Katikati

180 comments

A very large number of submitters expressed their concern for road freight travelling through Katikati.

A considerable number of submitters considered large vehicles and trucks driving down the Main Road in Katikati unsafe and dangerous to residents and visitors. Some expressed concern for school children or elderly crossing this road, with as so many heavy vehicles use SH2.

*I also very concerned about the amount of elderly folk with their walkers - scooters trying to cross the road with all the heavy trucks also for young children.*

Others expressed concerns and frustrations over the pollution produced by heavy vehicles in the centre of Katikati. "Fumes" and noise pollution for trucks and other heavy vehicles were said to significantly diminish amenity and the rural and community feel of Katikati. Some stated that they were unable to enjoy shopping, walking, or enjoying a coffee in central Katikati due to the noise and pollution caused by heavy vehicles; this was also reported to be harmful for Katikati businesses. Others saw this pollution as harmful to the health of Katikati residents, especially children and elderly.

Submitters also stated that congestion issues had increased due to high numbers of heavy vehicles travelling through Katikati. Some emphasised the difficulty of parking and trying to re-entre the traffic flow between trucks from the angled parks on Main Road. Others noted that this congestion caused drivers to undertake risky manoeuvres to entre the traffic flow from side roads.

For the reasons discussed above, these submitters sought prompt implantation of the proposed Katikati Urban.

## Other comments on road freight

80 comments

A sizable number of submitters commented on road freight in Bay of Plenty locations other than Katikati. Road freight in Bay of Plenty was reported to have recently increased due to increases in the agricultural, forestry and horticultural industries, as well as the importance and magnitude of the Tauranga Port.

The large number of trucks and other heavy vehicles were reported to increase congestion and pollution, as well as reduce safety for other road users by submitters. Approximately half of the submitters commenting on these impacts caused by road freight were referring to SH2; comments on the Eastern Link and smaller rural roads were also made. Many expressed their frustrations over the number of trucks on Bay of Plenty roads, leading to congestion issues and the substandard roading layout that did not allow easy and safe passing of these vehicles. Submitters also stated that heavy vehicles damaged the road surface, leading to larger and more frequent pot holes which were hazardous of other vehicles.

*The problem lies with the large trucks, followed by the convoy of cars which have not been able to pass since leaving the Athenree Gorge, and when there are several trucks and their respective "convoy's" in a row, it is just FRUSTRATING!*

Some submitters who were concerned about reduced road safety caused by heavy vehicles were frustrated that the prioritisation list and other sections of the Regional Land Transport Plan appeared to prioritise funding for roading projects that improved freight efficiency over projects aimed to improve the safety of other road users.

A moderate number of submitters stated that improvements to Bay of Plenty roads were essential to improve and grow the Bay of Plenty economy. Traffic delays and congestion were reported to reduce productivity and efficiency of delivery and trade in the region. Submitters emphasised the importance of enabling freight to and from the Tauranga Port; one submitter referred to the importance of SH2 as a part of the economic "golden triangle"

*The road also has many trucks on it which are heading for the biggest Port in New Zealand - the delay that these trucks have with dealing with congestion, as well as dealing with hold ups when accidents happen, cannot be helping the economy at all.*

Some submitters made suggestions to reduce the negative impacts caused by large numbers of trucks and heavy vehicles on Bay of Plenty roads.

To reduce heavy vehicle usage of SH2, some suggested that the SH29 route over the Kaimai Ranges should be promoted; however, others stated that this route was unfavourable for heavy vehicles as it was more expensive and increased “wear and tear” on the vehicles compared to the SH2 route.

*Put a tunnel through the Kaimais alongside the rail tunnel with the 'tunnel-borer'. That would solve the whole SH2 problem!*

Increased utilisation of the rail network to move goods from the Tauranga Port to other parts of the country was suggested by a few submitters to reduce the number of trucks on Bay of Plenty roads. The need to implement more “future-minded” freight solutions was expressed by one submitter.

A couple of submitters sought improvements to intersections along main roads to better cater for large and heavy vehicles; incidents where trucks had tipped over while turning a corner were reported by a couple of submitters.

One submitter suggested that another road should be built next to SH2 and only used for heavy vehicles. Another submitter suggested that road freight schedules should be better organised to avoid peak traffic periods in the morning and evening. Reductions to heavy vehicle speed limits were suggested to improve the safety for other road users.

One submitter sought restrictions be put in place to prevent trucks using air breaks, as they were considered noisy and unpleasant.

## General safety

90 comments

Around three quarters of comments in this section stated that safety should be the key consideration when deciding priorities (or similar) or that safety should be the key concern for roading. A common sentiment was that lives should be put ahead of everything else. People stated that they have significant/physical fear of driving on some local roads. A few submitters stated that engineering solutions should be put in place to reduce the consequences of driver errors; this was one comment with that sentiment:

*Congestion breeds desperation and poor choices as people take risks to get into the flow of traffic. Inevitably this leads to accidents. While it could be argued that better driver education could improve things, ultimately when placed under stress sometimes we take risks despite knowing the stupidity of it. If you have a driver's licence in New Zealand then you should have a good level of understanding road safety. I believe funding is better spent on improving the roading network first rather than on road safety messages.*

Several comments were in favour of reducing speed to improve safety on dangerous sections of road, particularly SH2.

A few other comments regarding general safety were made, including: how do people evacuate in emergencies; there is a need for better measures to deter drink driving – uber/taxis etc, in some areas; police should not pull people over in passing lanes for speeding; a couple of submitters stated it is dangerous to cycle; one submitter stated it is dangerous parking at schools.

## New suggestions

A range of suggestions for improving transportation were made: A tunnel at Apata to Auckland; increase public transport funding; don't leave speed restriction signs up when not needed; money on road barriers when not needed is wasted; a direct road from Auckland to Tauranga via the Kaimai ranges should be developed; better road education campaigns needed; slow traffic and put in roundabouts on SH2; road user tax should improve roads; stop building permits where infrastructure can't cope; levy developers for infrastructure upgrades; build more passing lanes that will eventually be part of a four lane highway; focus on pinch-points; slow traffic and get rid of passing lanes; plant native trees when developments are completed, not grass which requires maintenance; abolish parking fees and reinstate a road toll to cover

for it; cut vehicles from the CBD; educate drivers regarding considering cyclists; start car pooling; incentivise EV drivers; road signs which show car congested drivers (in real time) how long it would take to bike to city places; free registration for low CC motorbikes to increase use; make motorcycles cheaper to run; encourage 'work from home'; more EV charge stations; T2 and T3 lanes; give funding to schools and large employers to encourage car use reduction; and educate drivers to reduce solo-occupant car use.

## **General congestion**

**35 comments**

There has been a significant amount of discussion in a number of sections of this report about congestion issues in particular areas across the region. There were an additional 35 comments which covered similar congestion themes, but didn't refer to particular places. In general people want congestion reduced; they believe that population growth and development is contributing and will continue to contribute to congestion; congestion contributes to traffic accidents; roads need to be improved to reduce congestion; people waste a lot of time sitting in congestion; and there needs to be other solutions, such as better public transport, rather than building more roads.

## **Infrastructure and housing growth**

**25 comments**

Nearly all of these comments referred to the growth in population as a result of significant housing developments resulting in significant pressure on traffic infrastructure. It was stated that this is one of the fastest growing regions in New Zealand. The key point made was that roading infrastructure needs to be in place prior to building consents being issued rather than roading having to play catch up to overcome congestion. This was a comment which sums up many of the points made:

*I have been a resident of the Plummers Point area for 12 years now. In that time I have seen this area explode with new housing and masses of new families moving to the area. While this is wonderful for diversity and jobs and a wealthy area. It seems the transportation issues have been forgotten. It has been great for the council with the increase of rates now that omokoroa has been carved up into housing, but where are the roads and where is the safety?? I've almost broken my car a few times driving into massive potholes along omokoroa rd, it took months for those to be fixed.*

The sentiment of this comment was regularly repeated.

*No more huge building suburbs, until the infrastructure is in place to cope with it. Building consents seems to be the highest priority, for our council. Don't spoil our lovely city.*

## **Other**

**80 comments**

Around 80 additional roading comments were made on a variety of topics.

The most common theme in these was to look to the future and use future-focused solutions. This included considering things such as population growth and the popularity of the area as well as factors such as climate change. These comments included sentiments such as think of future generations. Alternatives to personal vehicles were common suggestions such as electric vehicles and bikes, cycleways and improved public transport. Others suggested rail, using existing infrastructure, as another future focused approach. Many comments also focused on considering future generations and providing practical solutions/examples such as free school buses to commence young people's habit of using public transport. This is one comment which was keen for the plan to be more future focused:

*The draft plan doesn't explore alternative transport options enough – e.g. rail and water. This plan is supposed to project into the future. I believe it is a reactive plan rather than a long term one. (fixing todays problems rather than looking into the prolonged future)- considering it is meant to be in effect for 30 years.*

This comment was typical of the solutions proposed in these comments:



*Priority rating: Public transport and cycle ways to encourage alternatives to road use should be the absolute top priorities in terms of economic and environmental sustainability as population growth in the Bay of Plenty continues to rise. These are future proofing options compared to keeping on increasing car traffic highways.*

Several submitters stated that car use needs to reduce and were keen for action to be taken to achieve this, in particular the use of single-occupancy cars. This was a typical comment.

*We desperately need positive action increasing different modes of transport in this city right now. It is not sustainable to only focus on cars/roads and port transfers. People live here too and need to get around safely, without having to rely on a car. I'm sick of my suburb being used as a shortcut because people living further away all drive to work and don't want to sit in the huge tail on sh29 every morning. Action now. Please*

Several submitters made the simple point that they want roads fixed.

Other comments were: add improvements to roads when repairs are completed – wider berm, cycleway; active transport encouragement should be an economic priority; and, the growing horticulture industry brings with it unique transport challenges.

# RAIL NETWORK

## Passenger rail

60 comments

A substantial number of submitters supported commuter passenger rail within Tauranga, passenger rail connecting Tauranga to other towns within the Bay of Plenty region, and passenger rail connecting Tauranga to Auckland and Hamilton.

Several submitters suggested a passenger rail service would improve road safety by reducing commuter traffic volumes, resulting in fewer road accidents and roads deaths.

Several submitters suggested using the existing rail network and infrastructure for passenger services. A few submitters suggested that passenger rail services share rail freight infrastructure.

*Rail network - we have the infrastrature already lets utilise it. Train from Whakatane, Te Puke, Papamoa, Welcome Bay, Mount etc etc linking to Hamilton and Auckland. But at a reasonable price loads of people will use it - make it expensive no one will use it.*

A couple of submitters commented that passenger rail would contribute positively to Tauranga's resilience and environmental sustainability.

*Investigation of passenger rail within Tauranga, or light rail or trams needs is required for a resilient transport network and improved environmental sustainability.*

A small number of submitters expressed preference for trams. Similarly, a small number of submitters were in favour of the development of light rail.

A small number of submitters sought park and ride facilities to be implemented at train stations, allowing commuters to better connect with the public transport network.

A number of specific passenger rail routes were suggested by submitters. A moderate number of submitters suggested linking Mt Maunganui and Tauranga by light rail or tram. Several submitters sought an inter-regional passenger rail link between Tauranga, Hamilton and Auckland. This was one of the comments made:

*The fast rail link between Tauranga and Auckland is also mentioned in the transport plan but not mentioned in the priorities list either. I believe having the public rail transport link between Tauranga and Auckland would be exceptional. Personally to be able to hop on a train to get to Auckland and back is something I would be using a lot..*

One submitter noted such a service may not be economically viable unless it is part of a freight service, and also questioned if there was sufficient demand.

*...the re-introduction of passenger rail between TGA-HLZ-AKL – this is not likely to make a big difference... and the question is whether it is economically viable? While the current network has a capacity of approx. 55-70% (depending on the sources) and looking at the number of people boarding buses 3 times a day. it may be worth investigating adding a carrier to a freight train. This will though require additional safety measures in the tunnel and probably upgrade the current signaling system.*

A small number of submitters suggested new passenger rail routes:

- Tauranga-Papamoa-Te Puke link (8)
- Tauranga-Katikati link (5)
- Tauranga-Omokoroa commuter link (4)
- Mt Maunganui-Papamoa link (3)

- Tauranga-Whakatane connection (3)
- Tauranga-Rotorua link (2)
- Tauranga-Wellington link

Submitters argued that new routes would benefit commuters, residents and tourists alike:

*Make use of the train track between katikati, Omokoroa, Te puna, Bethlehem to get kids to school, parents to work and downtown restaurants etc, also a train service to the Mount, Mayfair and back on the 1/2 HR, allowing people, holiday makes to get around without driving.*

## **Rail freight**

**10 comments**

Several comments were in favour of increased use of rail freight for goods to reduce the number of trucks causing congestion on roads. Some stated that there is need for industry to work with primary industries such as the kiwifruit and logging industries. This was one comment.

*Rail needs much more attention. Councils need to work closely with central government, Kiwirail, Port of Tauranga, FLAG, the forestry and horticultural sectors, and other parties to produce a regional plan to increase percentages of freight transported through the region and inter-regionally by rail (and coastal shipping) and related reductions in greenhouse gas emissions.*

One comment stated that less should be spent of rail routes and more on solving roading issues.

## **Rail corridors**

**6 comments**

These comments discussed regional rail corridors that submitters thought should be developed. The main corridor was through to Auckland, via Hamilton. This comment was typical:

*As well as fast tracking the proposed improvements to the road e.g. the Katikati bypass, 4 laning from Omokoroa to Te Puna and safety improvements at intersections, greater emphasis must be placed on reducing traffic volume by implementing a robust, user friendly public transport system and strengthening rail connections between Auckland and the Waikato.*

# PUBLIC TRANSPORT

## Tauranga bus network

### New services or improving services

43 comments

A considerable number of submitters sought new or improved bus services in Tauranga. Prioritisation of public transport was reported to be an effective mechanism to reduce congestion in Tauranga; however, the current service was not considered to be as effective as it could be. Submitters sought increased efficiency of bus services; for example, buses would be more regular, reliably on time, and run later to allow late finishing workers to use the service.

*My son waited on the side of the road for his school bus for 45 mins...then he sat on the bus for 55 mins...and he was late by 30 mins...this isnt a one off its every day.*

Some discussed the social and economic impacts of irregular and unreliable bus services in Tauranga.

*Please make this a priority. My children are late for school every day despite them catching the first daylight bus. Being late to school incurs warnings and then truancy involvement...*

Implementation of bus-only lanes were suggested by submitters, who noted that this would improve the efficiency of the bus service. Strategic timetable planning to improve bus services for commuters and school children was sought by some submitters. Others suggested that reduced fares, or free services for school children, and extra facilities on the bus, such as free WIFI, would incentivise more people to utilise the current bus service. Some stated that the current bus service was too expensive, with many adding that it was cheaper for their family to drive than use the bus.

Submitters sought more frequent stops along bus routes in Tauranga, as well as services to outer areas. Some argued that it was too impractical to use the bus service as the stops were not close to their home or workplace.

*The bus routes place too much emphasis on getting people to and from the city centre but they don't give sufficient recognition to the needs of people to get to the bus pick-up/set-down points and to get across the city. In many instances the distances that residents and workers need to travel to catch a bus is unreasonable and, coupled with bus connections & consequent delays; –even with the newly proposed bus schedule- it's simply not tolerable for most residents.*

A small number of submitters sought park and ride facilities to be implemented into Tauranga to allow people from areas that do not have a nearby bus service to better utilise this network; many suggested locations that would benefit from this service, such as Papamoa, the Lakes, Omokoroa, and Bayfair.

A couple of submitters made the following suggestions:

*Fund a free commuter bus trial for Welcome Bay - everybody in the area gets 1 free return bus trip per week as we know the difference that getting (almost) everyone out of their car for 1 day per week makes a significant difference. Design an app that issues 1 free bus ticket and have the technology on buses that makes it work!*

A couple of submitters sought more automated payment methods on buses in Tauranga.

*The buses should also stop printing out paper tickets and go fully electronic. Bus drivers should not be collecting money as this takes time, top ups should be done at shops, supermarkets, dairies etc.*

A small number of submitters wanted public transport to be prioritised over private vehicles in Tauranga to relieve congestion and reduce carbon emissions. A couple of submitters suggested implanting passenger rail transport and promoting intermodal transportation for the same reasons.

## Specific routes and other suggestions

28 comments

A number of specific routes were suggested (in the submitters words):

- Free buses for kids to school & better public transport from Papamoa to various locations in TGA ie. Welcome Bay, Windermere...
- More bus routes eg a direct bus from Papamoa to Windermere polytech
- More bus routes, eg direct from Papamoa to Windermere polytech/ the Lakes.
- More buses in papamoa & papamoa east!
- Better and more frequent bus services, not just Welcome Bay to town but welcome Bay to Mt Maunganui and Papamoa.
- A park and ride facility from Bayfair and more priority given to buses at between Bayfair and Tauranga.
- Public transport from Maungatapu to the CBD
- Welcome Bay, improvements in bus services.
- A park and ride bus service in Tauranga.
- Free bus service for Welcome Bay.
- Many Welcome Bay residents would have to walk more than 300m to catch a bus to go to work or to intermediate/secondary school or to get to services elsewhere in the city.
- Bus options for children/students travelling to/from Welcome Bay to Mount Maunganui College please. I am not concerned about a designated school bus, rather a Hopper bus that uses a sensible and sustainable route for students travelling to/from Welcome Bay to Mount Maunganui
- We support the proposal for a new Tauranga bus service that is environmental sustainable and will transport people from Papamoa and Kairua
- Better & faster Buses from Mt Maunganui as far as Te Puna for people who can't drive themselves would be a great achievement.
- Get more buses to and from Te puke !
- Have parking away from CBD and run shuttle buses from park to town/Mt/Bayfair/Lakes
- I would like a multistoried car park just outside the main mount area with small , maybe 10 seater busses leaving every 10 minutes taking me and others to the mounts one way main loop to drop of and pick up all the way over the summer months.
- Bus services running to near tauranga e.g RD1 to 3
- Get Buses off Valley Road onto Maunganui and Oceanbeach Roads.
- It would be much better too if we have a regular bus service in Matapihi please
- More bus routes and therefore bus stops please! The gaps between the stops make using buses for many, far too far to walk in between. Also impossible for staff in Bellevue /Otumoetai to get to hospital for early and late shift work.
- Free school buses, the current price is just simply not affordable!
- more trains as public transport with cycle ways to stations eg. papamoa/welcome bay/bayfair/mount - make use also of existing rail tracks!
- Need to open more corridors to open accessibility to bus networks e.g. Mangatawa, Matapihi etc

- Orbiter bus
- School buses should be free. Buses should go from Welcome bay to Papamoa. Welcome bay to mount. Welcome bay to Windermere. Wel Bay to crossing. Etc ... an orbiter bus would do this link. Research chch buses
- Park and ride at the Race Course & Memorial Park once the water works are completed
- Explore park and ride options involving BayPark parking and Sports Parking around Bay Oval;
- The bay hopper buses should provide express bus services from bayfair to the city for city workers only that don't stop early Hewletts road.

## New infrastructure (lanes, stops)

20 comments

A moderate number of submitters made specific suggestions regarding providing bus lanes and other supporting infrastructure. A few submitters stated that bus/priority lanes should be developed so that buses don't have to sit with normal traffic, while others stated specific places where bus lanes should be developed, including: Cameron rd (x2), Maungatapu roundabout to Cameron Road. 15th and turret road (x2); welcome bay (x2).

*We urgently need BUS CORRIDORS. Bus corridors makes committing faster than car option, which will make people get out of their comfort zone and catch the bus*

A few other comments were made including: traffic lights instead of roundabouts so cycles and buses can better interact; more/closer bus stops, with one 80 year old submitter stating they live in Tauranga and have to walk 2km to a bus stop (x3); a safer bus station in Tauranga (x2);

One submitter stated that the Hewlett-Packard roads bus lanes are a disaster.

## Tauranga to Omokoroa bus

7 comments

Several comments stated that a bus should run from Tauranga to Omokoroa as a way to reduce congestion.

## General improve services

60 comments

A substantial number of comments were made as suggestions to improve the bus service. A moderate number of submitters (around 20) stated that a better bus service is required to encourage people to get out of their vehicles and reduce congestion and associated negative impacts of personal vehicle use.

*This is so incredibly important for a growing city! If we want to achieve less cars on the road and more people using public transport things need to change. Buses need to be affordable, reliable and constant.*

The next most comment suggestion (around 15) were that a school bus should be introduced in particular areas. Around half of these stated that it would be great if it was free.

A few comments stated that bikes should be allowed on buses. And a couple of submitters suggested a night bus.

A few regional bus routes were suggested, such as Tauranga to Rotorua, between Waihi and Tauranga, and from Katikati.

## Free bus service

60 comments

A substantial number of submitters suggested free buses should be provided, over two thirds of these suggested free school buses for children. The reasons given was that it is expensive to transport children and also that school buses would reduce congestion. A few submitters were opposed to free buses.

## Rotorua bus network

2 comments

One comment stated that a regular seasonal bus to the lakes should be developed so families can participate in swimming; another said that developing buses for environmental reasons is overstating the positive impact they can have.

## Other

50 comments

A variety of other suggestions were made to improve the bus service and subsequent use. Outcomes identified were reduced congestion and reduction of environmental impacts.

Several submitters were in favour of electrifying the bus fleet to reduce environmental impacts.

A few submitters stated that buses need to be a better option than cars in terms of speed, comfort and price to move people out of private vehicles.

A couple of respondents made the point that currently public transport and other paid transport options such as taxis are not an option in some parts of the region. The point was made that this can contribute to drink driving.

Other points made were: the need for an express bus from older suburbs; preference for efficient bus service over an integrated ticketing system; new buses should have been in place before removing school buses; in favour of shared autonomous vehicles to reduce personal vehicle use; add Waihi Beach to the Bay of Plenty Public Transport Blueprint; water transport between Waihi and Tauranga; dedicated bus lanes required to make park and ride work; cycle parking should be encouraged to facilitate public transport use by cyclists in public places/bus end points; need appealing locations for bus routes (water front) to encourage use; mass transit will create a place where people want to work and tourists visit.

This detailed point was made by one respondents

*Making Turret Rd 4 lanes will only continue to increase our reliance on cars. 3 with one being tidal re flow, and having one at rush hour for shared transport will help get people sharing and onto public transport. Feeder services into frequent buses along both Cameron and Devonport Rds could be a solution. Likewise express buses from the outer suburbs to the city, at peak times, will encourage public transport use.*

This was another detailed suggestion.

*Suggestions for removing Omokoroa commuter and shopping traffic from SH2: Purchase - or encourage private enterprise to purchase - buses with railway bogeys that can lowered onto the rails so that these buses could 'tailgate' goods (freight) trains into and out of the heart of Tauranga without disrupting rail traffic (or upsetting Kiwi Rail). These buses could then distribute and pick up passengers from around the city before returning to Omokoroa.*

A long, detailed comment was provided by Eastern Bay of Plenty Health Alliance which advocated for better public transport. They would like public transport "KPIs" to better consider the broader benefits that public transport can deliver for the community. This is a quote from their submission.

*Public transport is an important health issue. Improving the public transport network will be of greatest advantage for the young and old, as well as those living in remote areas of deprivation. Public Transport investment, infrastructure and planning has an important role in contributing to reducing inequalities in access to health services. Within the plan there appears to be little focus of providing services for those living in deprived socio-economic circumstances or rurally.*

Another long and detailed submission contained advocating for greater emphasis to be placed on public transport made this point.

*Develop a plan to change some key intersections on the Tauranga state highway ring road system and then implement bus and T3 lanes as needed along that route. The idea is to improve the traffic flow for buses and high occupancy vehicles from Tauriko and Bethlehem through to the Harbour Bridge and Hewletts Rd to Papamoa, and vice versa.*

- *A review of public and active transport provision on the Baylink project and a bus lane along Maunganui Rd from the Baylink project to Hewletts Rd bus lanes should be a part of this plan.*

They also made this point.

*I like the idea of a Western Bay of Plenty Transport Centre that has recently been re-floated and hope that it quickly becomes a Business Unit with bus procurement integrated with the spend on other transport modes in the sub-region. The integration of parking policy and public transport seems particularly important, and along with the marketing (including NZTA's Choice app), that is probably the main lesson to be taken from the apparent success of the Queentown approach, whereby the Otago Regional Council and Queenstown Lakes District Council contributed 25% each of the funding towards their revamped bus service.*



# WALKING AND CYCLING

## *Improve/encourage cycling*

55 comments

The comments in this section were primarily focused on improving cycling infrastructure, along with other ideas aimed at improving cycling uptake.

Around two thirds of the comments were to do with either providing cycle lanes or improving current cycle lanes. Cycle lane suggestions were made for main roads in Tauranga and also between places such as: Omokoroa to Tauranga; Rotorua; Kawerau; Whakatane; Motu Trails; Opotiki to Ohiwa. This is one respondent's comment cycling in Tauranga

*"... have now changed from driving my car and regularly run the gauntlet on my bike from Pyes Pa to 14th Ave on my bike. There's a couple of hairy spots on the way and many cars regularly 'wander' into the bike lane."*

This was one critique of what is required for cycleways.

*Great having cycle ways but they need more connectivity and better signage, more promotion and safer track surface. Some surfaces are not safe for the amateur rider and smaller children to use. Promote car sharing and cycling through major businesses paying their staff to take part similar to TCC and Trust Power.*

A broad range of other topics were covered, in order to encourage cycle use: a small number of comments were in favour of encouragement of e-bike uptake, with one stated that an elevated covered lane would be a good intervention; a small number of comments were made in support of the Cycle Action Plan; a couple of respondents were in favour of better infrastructure at bus stops/hubs to encourage cycle use, such as better bike stands; a couple of respondents suggested an education programme for motorists; a couple of respondents stated the example of the Netherlands should be followed; one comment was that cycleways should be built as an example for children and grandchildren.

This quote suggested other safety aspects should be considered:

*2. Whilst cycling infrastructure is to be welcomed there are a number of existing problems that create a very dangerous environment for cyclists with the most serious being existing road bridges in the region and the fact that the verge disappears on every bridge. This is not the case in the east cape or in other regions where the environment for road cyclists is much more conducive and safe. In addition, whenever a passing lane is put in place the area for cyclists is reduced. This makes no sense at all.*

This specific suggestion was also made

*Please make the Barnes corner over-pass safer for cyclists by raising the fence at the top - otherwise someone will fall from there onto the road below someday.*

This was another specific suggestion.

*Transport hubs outside of the town where rural people can park, with fast and efficient public transport/bikes available for use.*

## *Cycleways should not be prioritised*

15 comments

A moderate number of comments suggested that roading projects should be prioritised over cycling infrastructure. These projects are considered to be more important, because of the safety issues they overcome, and more pressing. This comment was typical of many in this section:

*Please deal with the most life threatening stretches of road before dealing with the ones that add greater lifestyle such as the cycle way.*

## **General walking and cycling**

**15 comments**

The majority of comments regarding walking were also combined with encouraging cycling or statements encouraging active transport (or similar) – these were predominantly general statements. Overall, people wanted better prioritisation and provision for walking.

This was a detailed comment about an integrated transport network:

*We support integrated walking and cycling as transport options. For walking and cycling to be realistic alternatives to private transport for commuters, the routes must be realistic – that is, they should also follow shortest routes and not ‘take the scenic route’. Often the scenic routes take longer and cover more distance and thus are not good alternatives for commuters.*

This was one specific comment about how active transport nodes should be better prioritised:

*We actually need to have a vision instead of fix one thing and create another problem. B2B is a classic, cut off an entire community link for walking and cycling because a car has more rights.*

## **Tauranga walking cycling proposals**

**25 comments**

These comments were specific suggestions for improved cycling and walking infrastructure in Tauranga or its surrounds. Specific places that were identified for improvement, included: Baylink project; Cambridge Rd; Welcome Bay; Papamoa and Kairua; Bethlehem to Tauranga; Ocean Beach Rd; This was one suggestion:

*Safe bike path from Maungatapu to City without needing to cross fifteenth avenue or turret. Bike path should go under hairini bridge and come up on City side of road.*

Another comment suggested that the Many Tauranga roundabouts should be upgraded for cyclists.

# PROBLEMS, BENEFITS, OBJECTIVES AND POLICIES

## Objectives

15 comments

Most of the comments regarding the Objectives made unique specific points. Points made are quoted below:

- Objective 3.3.1 does not include access and resilience for modes other than vehicle transport.
- Objective 3.3.5 needs to include as a key indicator and number of people walking and cycling to work or school.
- 1. Objectives Given the vulnerability of the Waihi to Tauranga SH2 corridor to extreme weather events, and the greater frequency of these events, we would like to see a higher priority given to Environmental Sustainability, with a reduced Economic Efficiency Weighting.
- You have "economic efficiency" listed as the reason for #11: on Page 87 11 W2T Omokoroa to Te Puna (Transformed) I would like to see this more highly prioritised and have its need changed to Safety. [around 10 other similar comments were made]
- I cannot comprehend how the Traffic Planning Committee's arrived at their rankings of the projects for State Highway 2 north of Tauranga. ... Such a view calls into question the methodology the group has used to reach their conclusions. How have they actually applied the criteria they profess to follow?
- The environmental impacts could have been given a little more weight than 10% (number 4- chapter 3). If we're thinking future focused- environmental/public health factors must be considered in relation to all land transportation actions taken.
- I disagree with the weightings of the RLTP Objectives, I would prefer: Safety (30%) Deaths and serious injuries on the region's transport system are reduced. Economic efficiency (10%) The transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region. Access and resilience (10%) Communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs. Environmental sustainability (20%) The social and environmental effects arising from use of the transport system are minimised. Land use and transport integration (10%) Long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling. Energy efficiency (10%) People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources. Public health (5%) The transport system minimises the health damaging effects of transport for all members of society. Affordability (5%) Investment in the transport system maximises use of available resources and achieves value for money. I see the priority problems 1 and 2 equally important, with Priority Problem 1 being Poor user behaviour in an unforgiving transport environment is resulting in unacceptable, avoidable death and serious injury 40% and Priority Problem 2 Traffic growth in parts of the region is increasing congestion, inhibiting the efficient movement of people and goods 40% the following two priorities 10%
- We support the objectives outlined in chapter 3 of the draft Regional Transport Plan.
- 1) The vision and objectives don't seemingly reflect what you want transport to be in the region. The goal should be a safe, accessible multi-modal transport system. In this plan, only 4% of funding goes towards public transport and 2% on active transport, with less or none on Mobility as a Service (MaaS), rideshare platforms, other new technology or innovative systems. Coupled with current land use, that would condemn the BOP to car-dependency and worsening congestion. Central government has indicated the following priorities for the 2018 GPS: - safety - liveable cities - better environmental outcomes - best possible value for money I suggest the following changes to the RLTP:
  - A greater emphasis on those priorities indicated as likely to be included in the Government Policy Statement on transport.

- “Land use and transport integration” needs a higher weighting than 10% to align with the GPS, and much more emphasis is needed on liveable cities and towns (in the case of Tauranga City, this needs to link to the Tauranga Urban Strategy; for Rotorua, to the Rotorua Spatial Plan; and in Whakatane, to the Integrated Urban Growth Strategy).
  - “Environmental sustainability” needs to have a much higher weighting than 10% to align with the GPS, and more funding should go on projects likely to reduce transport emissions in the region. For example, current public transport plans will not reduce emissions (according to Regional Council’s projected figures) and the result is likely to be a continued significant rise in BOP’s transport emissions during the next decade.
  - “Affordability” may need a higher ranking than 5% to align with the GPS. Public transport and active transport are often the most cost-effective investments, as evidenced by higher benefit:cost ratios for the PT Blueprint and cycleway investments than for many roading projects. Hence this aligns with government’s other priorities.
  - I support the high ranking of safety, but note that 25% weighting may better align with the likely GPS. Whatever the weighting, investing in public transport and safe active transport systems are the most cost-effective ways of improving overall transport safety.
- 1. Firstly we would like to comment on the RLTP Objectives (p.3). Given the recent weather effects on the transport network and the concomitant need to address sea level rise and climate change, we believe that the Environmental Sustainability criteria should be increased from 10% to 20%, with consequent reduction in the “Economic efficiency” category
  - It seems that the Bay of Plenty Investment Logic Mapping has completely failed to arrive at the correct prioritisation as stated in the draft. Section 3.3 groups percentage scores in a different way; 3.3.1 Access and resilience, 15% [p43] 3.3.6 Safety, 30% [p44] 3.3.7 Economic Efficiency, 20% [p45] These sum to 65% with this new grouping. These points showing maximum scores for these measures for the SH2 and intersection works are covered above so a priority rating of 11 seems at odds with the committee’s own scoring systems.
  - .3 OBJECTIVES: KPIs I don't see the point of the KPI#2 for 3.3.5 (Reduce vehicle kms on unsealed roads) as it relates to Public Health. That metric should reflect improvements to Population Health over time so something that relates to respiratory health seems logical (not kms travelled). An emissions-related metric such as "reduce number of registrations for 25 year old vehicles" that considers the most inefficient of engines discharging pollutants into the environment. Relates to fossil fuel usage, emissions discharges, shift in population to hybrid vehicles, etc. Metrics for 3.3.6 are too broad given the risk profile that flags Young Drivers, Alcohol and Distraction as causes of injury. I would swap out KPI#5 "reduce deaths on the rail network" (for only 2.0!) with a more specific one "reduce deaths of Young Drivers on the road network". (unclear what the age band definition of Young Drivers is)
  - In terms of your objectives, I missed the classic objectives that most RLTS have had in the past... Accessibility and mobility across the whole population. It is interesting to see that you joint objectives and benefits which is to least unusual. Quality of life is certainly associated to convenience, reliability of travel time for commuters should you ask commuters...and safety. Why segregating safety? Road safety be more of a strategic tool.

## Problems

*8 comments*

Most of the comments regarding the Problems made unique specific points. Points made are quoted below:

- 'Environmental sustainability 10%' - This is pretty short sighted. Should be much higher.
- 2. Priority Problems We see problems 1 & 2 as equally important, poor user behaviour in an unforgiving environment is resulting in unacceptable, avoidable death and serious injury 40% and Traffic growth in parts of the region is increasing congestion, inhibiting the efficient movement of people and goods 40% with the following two priorities 10%

- Council have rightly identified two big issues facing the region: 3.3.6 safety and 3.3.7 Economic Efficiency. In my view these issues need to be dealt with urgently as they are interlinked.
- The problems outlined in Chapter 3 of the Plan I accept present a serious geographical challenge to finding quick solutions. However, much of the current traffic woes can be laid at the Government's door and, as such, part of the solution and financial cost should be regarded as a national problem and costs therefore shared.
- We are growing into a city and have seen other cities not plan well and get badly congested as a result. This is priority problem 4 for 10% - I think if we designed solutions really well then problems 2 and 3 would improve as a result. This would take visionary leadership and planned transformational change. We need to make the buses the best service available and the cycle and walking tracks add both recreational and economic value if we invest in them. With technology available to promote ride sharing etc. we should be investing in all these options to a greater degree than just building bigger roads - we know that doesn't work. Part of the congestion is due to more 'stuff' being carted around than ever before, particularly from the Port. Priority problem one (40%). Transport for industry needs to be regulated to spend more on trains and smart logistics than business as usual as well. The rail corridor from Te Puke to Tauranga and truck after truck of Kiwifruit on the roads is a great example. With changes in technology and economic strength in KF I believe this could be worked into a solution for at least some of the industry, and potentially with Comvita as well. I look forward to some more exciting and valuable additions to our regions transport networks via some visionary plans that the future generations will be grateful for if we shape it to fit their lifestyles and businesses.
- 3.1 Problems - Poor design. In many intersections slip lanes are nowhere near long enough. It was heartbreaking after the Te Maunga intersection was "fixed" to see such a short slip lane for the left turn traffic. Ridiculously short sighted at the time, and now the traffic banks up back to Sandhurst. Everywhere I go there are hold ups because vehicles are blocking what should be a clear space for the traffic that doesn't need to be held up. Elsewhere you also mention driver behaviour and that is a key factor - people who block intersections at traffic lights, people who won't merge correctly, etc., are a major issue and contribute to the traffic delays. We need an education campaign and we need law enforcement. When they block an intersection, issue them with a ticket. When they are overtaking another car on the left after the merge has finished, issue them with a ticket. Get the message through. (Police activities 4.2.2)
- ...The Omokoroa Community cannot understand the "logic" of de-prioritising the upgrade of SH2, and the benefits that would accrue by resolving this identified problem, in favour of roading schemes for Tauriko West, an area yet to be approved and developed and which does not have one of the worst safety records in the country. 3.1 then looks at problems. "Traffic growth in parts of the region is increasing congestion, inhibiting the efficient movement of people and goods (40%)" [p36] Surely the growth of traffic on this section of SH2 must rank much higher in this metric than the growth of traffic in most places in the Bay, and certainly higher than traffic in a planned area, yet to exist. 12 kilometre queues both morning and evening are not uncommon on SH2, Omokoroa to Bethlehem. This cannot be considered efficient compared to what a four-lane expressway would deliver. How long are the queues that the Tauriko West project will alleviate? The percentage score for this metric must be in the high 30s. "Poor user behaviour in an unforgiving transport environment is resulting in unacceptable avoidable death and serious injury (30%)" [p37] The section of SH2 between Omokoroa and Tauranga must score maximum points on this measure. The Tauranga Eastern Link is a wonderful example of what can be achieved in terms of reducing deaths and serious injuries when the bulk of the through traffic and the heavy traffic is taken off an inadequately designed local road and put onto a properly designed expressway. The existing communities along the route between Omokoroa and Tauranga are far more deserving of relief from unacceptable avoidable death and serious injury than communities which do not yet exist in Tauriko West. "Constrained investment in resilience is negatively impacting network efficiency and functionality (20%)" [p39] It is assumed that the committee has access to the data on how many kilometres of this section of SH2 have no alternate route should something adverse happen. And many of the alternate routes that do exist have corners or road widths that make them unsuitable for heavy transport. In short, this section of SH2 is non-resilient in the extreme,

so once again a top score of 20%. Fixing this non-resilience must rate as a higher priority than Tauriko West which currently has zero resilience issues, as it does not yet exist. “Poor design and functionality of current transport system is adversely impacting the environment and public health 10%” [p40] Sitting in 12km queues being unnecessarily exposed to Nitrogen dioxide (NO2) is not going to assist anyone’s health. Deaths and serious injuries are not good public health outcomes. Chapter 3.2 addresses the benefits “The Bay of Plenty ILM identifies three key benefits of addressing the region’s priority land transport problems: 1. Better quality of life for Bay of Plenty residents (45%). 2. Increased safety for users of the region’s transport network (30%).

- CHAPTER 3 PROBLEMS, BENEFITS AND OBJECTIVES Agree the Investment Logic Map. Disagree the weighting of Poor User Behaviour (20%) as some undesirable impacts will stem from the Poor Design and Functionality of Current Transport (20%). Yes, better driver education of the risks of inattention is important but there are benefits I feel from better understanding 'black spots' or trauma centres (DHB has trauma regional trauma metrics) on regional roads. Improve the poor design and remove the opportunity for driver error. Seek to understand causality of i. Young Drivers; ii. Alcohol & Drugs; iii. Distraction 3.1 PROBLEMS: Pg 40 Poor design and functionality - Agree comment about cheap and convenient vehicle travel. NO2 emission metrics at 29.97/21.2 are concerning for a region that promotes Quality of Life! Incentivising electric-based transport offers benefits here. Electric passenger vans/Ubbers for multi-person transport options.

## ***Benefits***

***6 comments***

Most of the comments regarding the Benefits made unique specific points. Points made are quoted below:

- I believe that safety, efficiency, and economy are important, but I am surprised and disappointed that environmental and social factors do not seem to have been taken into account
- 3. Improved economic performance (25%). These benefits form the high level transport priorities for the region. “ [p42] The community of Omokoroa does not understand how de-prioritising remedying SH2 Omokoroa-Tauranga and replacing the intersection at Omokoroa answers any of those points: Omokoroa residents do NOT get a better quality of life Omokoroa residents do NOT enjoy increased safety Omokoroa residents do NOT benefit from improved economic performance.
- 3.2 BENEFITS: Agree the weightings and proportions. Clear and logical.
- In terms of your objectives, I missed the classic objectives that most RLTS have had in the past... Accessibility and mobility across the whole population. It is interesting to see that you joint objectives and benefits which is to least unusual. Quality of life is certainly associated to convenience, reliability of travel time for commuters should you ask commuters...and safety. Why segregating safety? Road safety be more of a strategic tool...

## ***General, problems, benefits, objectives***

***9 comments***

A couple of comments made general statements supporting the problems, benefits and objectives. Most of the comments regarding the problems, benefits and objectives were specific, they are quoted below:

- There seems to be a mismatch between the Agenda and the Implementation of parts of Chapter 3 and Section 7.4 of Chapter 7;
- The problems, benefits and objectives: Main problem is increased air pollution and public safety in the town because of heavy truck traffic at any time of the day and night, huge congestion during pick hours (sic) and public holidays.
- The problems, benefits and objectives, with their respective weightings, make sense on first reading. However, rapid traffic growth (perceived as a significant contributor) and poor user behaviours (number two), leave the potential to downplay the poor design and functionality of the current transport system (last on the list). It could be argued that the latter is a more significant problem than is portrayed in the current plan. The danger of the lower rating is that the pressure goes off addressing design and functionality issues.

- In terms of your objectives, I missed the classic objectives that most RLTS have had in the past... Accessibility and mobility across the whole population. It is interesting to see that you joint objectives and benefits which is to least unusual. Quality of life is certainly associated to convenience, reliability of travel time for commuters should you ask commuters...and safety. Why segregating safety? Road safety be more of a strategic tool....
- We note section 3.3.2 is entitled '*environmental sustainability*' but is said to cover both environmental and social effects. However the discussion does not include or describe social sustainability, nor is there a social sustainability key performance indicator.
- Also, under *Public Health*, there is no discussion on mental health or other physical health affects other than those that can affect physical - respiratory health (dust and nitrogen dioxide).
- It is also concerning that, in the absence of any real social impact analysis; it appears unlikely that indirect economic costs and benefits of existing transport infrastructure and potential alternatives have been factored into the economic analysis.

## Weightings

21 comments

Most of the comments regarding the Problems made unique specific points. Points made are quoted below:

- The reasons for this are: \* they actual proposed investment levels don't match up with the weightings for the problems, benefits and objectives. For example it looks like about 87% of funding (excluding maintenance) is being spent on improvements for cars and trucks. Only 11% is being spent on Public Transport, Walking and Cycling. This is a huge mismatch. On one had the document says all the right things about PT, Walking, cycling, severance, emissions, health etc and then proposes an investment plan that doesn't support what it just said was important. \* Additionally there's no funding for significant improvements to rail freight.
- Weightings in Chapter 3 (Figure 8, section 3.2) - I am surprised that safety is not weighted higher than quality of life, because safety should be part of a baseline for building a better quality of life.
- Traffic congestion is identified as the highest priority problem to be addressed. This should be a lower priority than improving safety since traffic congestion isn't actually killing anyone.
- 'Environmental sustainability 10%' - This is pretty short sighted. Should be much higher.
- 1. Objectives Given the vulnerability of the Waihi to Tauranga SH2 corridor to extreme weather events, and the greater frequency of these events, we would like to see a higher priority given to Environmental Sustainability, with a reduced Economic Efficiency Weighting. 2. Priority Problems We see problems 1 & 2 as equally important, poor user behaviour in an unforgiving environment is resulting in unacceptable, avoidable death and serious injury 40% and Traffic growth in parts of the region is increasing congestion, inhibiting the efficient movement of people and goods 40% with the following two priorities 10%
- I am happy with the problems, benefits and objectives in chapter 3. They and their weightings seem about right. However, the order of priority detailed in chapter 7 is way off. In fact, it is almost the exact opposite of the order I would have chosen.
- If safety and economic efficiency are the main weightings (under Chapter 3), then SH.2 between Katikati and Tauranga surely is no. 1 priority. Existing deaths and injuries on SH2 must override priorities for 'potential' congestion on other roads with lower death rates.
- We have perused the plan and recognise that a great deal of effort has gone into it. We feel that in Chap 7 the weighting given to the transformation of SH 2 particularly between Te Puna and Omokoroa is inadequate.
- I am pleased to see safety is given such a significant weighting when deciding which road projects to prioritise for our region. I therefore find it difficult to understand why the upgrade of SH2 from Tauranga to Katikati has been placed so far down the list when it is the site of so many accidents and near misses.

- Why are commercial considerations given more weight than safety with respect to our roading network
- The weight placed on alternative transportation and infrastructure is far far too little. We need a much heavier and immediate investment in bicycle, pedestrian and public transportation infrastructure. Roads just create more traffic unless there is significant investment in alternative infrastructure to take some of the load off the roads.
- As far as the weighting in chapter three of the RLTP they are fine, but only when a minimum threshold for safety has been reached. I believe presently SH2 has fallen below this threshold.
- I disagree with the weightings of the RLTP Objectives, I would prefer: Safety (30%) Deaths and serious injuries on the region’s transport system are reduced. Economic efficiency (10%) The transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region. Access and resilience (10%) Communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs. Environmental sustainability (20%) The social and environmental effects arising from use of the transport system are minimised. Land use and transport integration (10%) Long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling. Energy efficiency (10%) People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources. Public health (5%) The transport system minimises the health damaging effects of transport for all members of society. Affordability (5%) Investment in the transport system maximises use of available resources and achieves value for money. I see the priority problems 1 and 2 equally important, with Priority Problem 1 being Poor user behaviour in an unforgiving transport environment is resulting in unacceptable, avoidable death and serious injury 40% and Priority Problem 2 Traffic growth in parts of the region is increasing congestion, inhibiting the efficient movement of people and goods 40% the following two priorities 10%
  - 1) The weighting’s that have been given for the various activities fail to take in the social, personal and human cost of accidents and deaths on our road, this should have a weighting of 40% or better. Transport efficiency should be the next criteria with a weighting of 30% followed by resilience of the network.
  - 1) The vision and objectives don't seemingly reflect what you want transport to be in the region. The goal should be a safe, accessible multi-modal transport system. In this plan, only 4% of funding goes towards public transport and 2% on active transport, with less or none on Mobility as a Service (MaaS), rideshare platforms, other new technology or innovative systems. Coupled with current land use, that would condemn the BOP to car-dependency and worsening congestion. Central government has indicated the following priorities for the 2018 GPS: - safety - liveable cities - better environmental outcomes - best possible value for money I suggest the following changes to the RLTP:
    - A greater emphasis on those priorities indicated as likely to be included in the Government Policy Statement on transport.
    - “Land use and transport integration” needs a higher weighting than 10% to align with the GPS, and much more emphasis is needed on liveable cities and towns (in the case of Tauranga City, this needs to link to the Tauranga Urban Strategy; for Rotorua, to the Rotorua Spatial Plan; and in Whakatane, to the Integrated Urban Growth Strategy).
    - “Environmental sustainability” needs to have a much higher weighting than 10% to align with the GPS, and more funding should go on projects likely to reduce transport emissions in the region. For example, current public transport plans will not reduce emissions (according to Regional Council’s projected figures) and the result is likely to be a continued significant rise in BOP’s transport emissions during the next decade.
    - “Affordability” may need a higher ranking than 5% to align with the GPS. Public transport and active transport are often the most cost-effective investments, as evidenced by higher



benefit:cost ratios for the PT Blueprint and cycleway investments than for many roading projects. Hence this aligns with government's other priorities.

- I support the high ranking of safety, but note that 25% weighting may better align with the likely GPS. Whatever the weighting, investing in public transport and safe active transport systems are the most cost-effective ways of improving overall transport safety. 2) The policies included in the Plan will not support the objectives to the extent required. Rail needs to have much greater emphasis, especially rail freight. And there needs to be much great acknowledgement of the need for innovation and demand management. One specific issue is critical: the misalignment between the projected mode share for public transport in Tauranga in the PT Blueprint and the figures in the Tauranga Transport Programme. The Blueprint sets out to increase bus users by 34% by 2028, which will result in a similar percentage of total by bus in 2028 (allowing for projected population growth): less than 2%. Meanwhile the Tauranga Transport Programme sets out a target of 9.3% of all trips in Tauranga City (including Te Tumu etc.) being by bus by 2031. To meet that goal, around 7.5% of all trips should be by bus by 2028, but the Blueprint and this RLTP are backing a plan that will see less than 2% of trips being by bus in the Bay's biggest population centre. Bus patronage grew 6-fold in Tauranga from 2003 to 2013. We need a similar increase from 2018 to 2028. That is the only way to meet the target in the Tauranga Transport Plan and, more importantly, to meet the government's goal of reduced emissions in the transport sector.
- I do not feel that sufficient weight has been given to the objective 'access and resilience', and, in so doing, downgrades roading projects outside of Tauranga and Tauranga's immediate hinterland. The current weights give priority to 9 Tauranga-based projects of the 15 projects listed in the draft plan. This focus on Tauranga and its immediate hinterland appears to be an unbalanced result by not giving sufficient regard to the transport needs of residents outside Tauranga. I have lived in Katikati for the past six years and have experienced a large increase in traffic travelling through the town. I frequently find it difficult and dangerous to turn onto SH2 from the street in which I live with traffic heading through the town banked to outside the town limits, and traffic heading out of the town exceeding the 50km speed limit as they are freed from the bottleneck through the town. Katikati is a growing town and has the potential with its growing population to be largely self-sufficient in the services and amenities its population needs. Having SH2 through the town is now a barrier to the development of Katikati. It is therefore frustrating that the objective weights as determined and calculated lead to the Katikati bypass being lowly ranked at 15. The Katikati bypass needs ranking within the top 5 of the projects listed in the draft regional roading plan.
- CHAPTER 3 PROBLEMS, BENEFITS AND OBJECTIVES Agree the Investment Logic Map. Disagree the weighting of Poor User Behaviour (20%) as some undesirable impacts will stem from the Poor Design and Functionality of Current Transport (20%). Yes, better driver education of the risks of inattention is important but there are benefits I feel from better understanding 'black spots' or trauma centres (DHB has trauma regional trauma metrics) on regional roads. Improve the poor design and remove the opportunity for driver error. Seek to understand causality of i. Young Drivers; ii. Alcohol & Drugs; iii. Distraction
- On your website, you asked for my views on firstly, the problems benefits and objectives (and their respective weightings as identified in chap. 3).
  - In answering this, I refer to the Investment Logic Mapping (ILM) process that you are using. I feel more emphasis has to be placed on safety than what this process infers now. Re fig 12, p37, although road deaths may have reduced slightly since 2016, 24 deaths in 2017 is still far too many. Also, it is concerning that the number of serious accidents has increased dramatically from 114 in 2015 to 163 in 2017. If we consider SH2 north of Tauranga, from 2012 to 2016, 18 deaths occurred on this road, as well as 35 serious crashes and 95 minor. Three deaths have occurred in the last 3 months, so the death rate here is actually worsening. Fig 13 p38 confirms that the Bay of Plenty performs poorly compared to the rest of NZ, in terms of the road safety factors listed here.

- In summary, I am concerned that road safety is not being emphasised enough in your ILM and thus affecting how you are prioritising the proposed improvement activities. The second request you had on the website for the submissions was for the order of priority of significant improvement activities, i.e. chap 7, section 7.4. I note in your executive summary, that you list the fifteen highest ones.

## Key performance indicators

3 comments

Three specific comments were identified on key performance indicators, this is them quoted:

- In terms of weighting of Land Transport objectives (chapter 3, paragraph 3.3.5), Public health related objectives are given a 5% weighting split between protecting and promotion health. The Key Performance Indicators (KPIs) listed are largely concerned with the physical environment and make no mention of addressing societal or health changes, changing demographics, elderly or disadvantaged population's usage or increasing access to essential services such as practices, emergency departments or hospitals. EBPHA would like to see greater weighting being applied than currently proposed and improving access KPIs instigated e.g. increase public transport patronage generally and amongst the elderly.
- .3 OBJECTIVES: KPIs I don't see the point of the KPI#2 for 3.3.5 (Reduce vehicle kms on unsealed roads) as it relates to Public Health. That metric should reflect improvements to Population Health over time so something that relates to respiratory health seems logical (not kms travelled). An emissions-related metric such as "reduce number of registrations for 25 year old vehicles" that considers the most inefficient of engines discharging pollutants into the environment. Relates to fossil fuel usage, emissions discharges, shift in population to hybrid vehicles, etc. Metrics for 3.3.6 are too broad given the risk profile that flags Young Drivers, Alcohol and Distraction as causes of injury. I would swap out KPI#5 "reduce deaths on the rail network" (for only 2.0!) with a more specific one "reduce deaths of Young Drivers on the road network". (unclear what the age band definition of Young Drivers is)
- We would like to see at least *one Key Performance Indicator* that measures the *social or mental health impact of transport* – such as improved quality of life, confidence in the transport system, impacts on personal/small business financial state, fewer hours spent in traffic.

## Policies

4 comments

Three submitters commented directly on the Policies. These are the relevant comments:

- We support policies outlined in section 5. We would like to see included the policy of providing a comprehensive, community based public transport and cycling network and facilities to and from the Papamoa high growth district and surrounding area.
- 2) The policies included in the Plan will not support the objectives to the extent required. Rail needs to have much greater emphasis, especially rail freight. And there needs to be much great acknowledgement of the need for innovation and demand management. One specific issue is critical: the misalignment between the projected mode share for public transport in Tauranga in the PT Blueprint and the figures in the Tauranga Transport Programme. The Blueprint sets out to increase bus users by 34% by 2028, which will result in a similar percentage of total by bus in 2028 (allowing for projected population growth): less than 2%. Meanwhile the Tauranga Transport Programme sets out a target of 9.3% of all trips in Tauranga City (including Te Tumu etc.) being by bus by 2031. To meet that goal, around 7.5% of all trips should be by bus by 2028, but the Blueprint and this RLTP are backing a plan that will see less than 2% of trips being by bus in the Bay's biggest population centre. Bus patronage grew 6-fold in Tauranga from 2003 to 2013. We need a similar increase from 2018 to 2028. That is the only way to meet the target in the Tauranga Transport Plan and, more importantly, to meet the government's goal of reduced emissions in the transport sector. I suggest the following changes:
- This has many advantages for the Region and aligns with the Policies identified in Chapter 5:
  - 5.1 Access and resilience : 2 : 3

- 5.2 Environmental sustainability: 4
- 5.3 Land use and transport integration: 7 : 8 : 10 : 12 : 13 : 14
- 5.4 Energy efficiency: 15
- 5.5 Public health: 17
- 5.6 Safety: 19 : 21 : 24
- 5.7 Economic efficiency: 25 : 26 : 27 : 28 : 29
- 5.8 Affordability: 33

## OTHER THEMES

### *Port of Tauranga*

*115 comments*

Nearly 100 submissions discussed the impact of trucks moving to and from the Port of Tauranga on the volumes of traffic in the region's roads. Overall, respondents made the point that the port generates a lot of traffic from large vehicles and these vehicles impact other road users and the towns that they pass through by the congestion and large volumes of traffic created. The vast majority of these comments discussed the impact on SH2, and in particular vehicles passing through Katikati. This was a typical comment.

*The increase in traffic, through Kati Kati (sic) is growing at a phenomenal rate. There is a large proportion of Heavy Traffic, that goes through the town on a daily basis, from either Auckland, through to the Port of Tauranga, or from the Coromandel through to Tauranga. Thus making it dangerous for the local citizens and prohibiting the convenience of trade, in town.*

A moderate number of submitters made points in favour of ensuring that roads are in place to service the needs of Port of Tauranga. The key point made was that traffic hold ups slow vehicles traveling to and from the port and have economic impacts. These submitters were in favour of improving roads leading to the port to increase efficiency for the busiest port in New Zealand. This was one typical comment.

*There are numerous feeder roads on to SH2 which makes this road very dangerous. The road also has many trucks on it which are heading for the biggest Port in New Zealand - the delay that these trucks have with dealing with congestion, as well as dealing with hold ups when accidents happen, cannot be helping the economy at all.*

A small number of respondents stated that the Port of Tauranga has too much influence on transport priorities, in particular they felt that economic outcomes should be weighted lower than safety concerns. This was a typical comment.

*I realise that there is also an issue due to the increased volume of traffic on the road, but safety has to be the highest priority for the residents of the western bay. I disagree that priority should always be given to the routes that allow commercial traffic to the port. There has to be other priorities for the region than simply business relations and economics!*

One comment was in favour of sea ferry traffic over road traffic.

### *Regional development*

*7 comments*

A variety of different comments were made on regional development.

One submitter criticised Councils for a 'hands off' approach over the past two decades and stated the onus is now on BOPRC and TCC to fix the regional roading issues, particularly the congestion in places such as (Hewletts Rd, SH 2 Omokoroa, Bayfair, Tauriko, Welcome Bay, Cameron Rd)

The submission from Industrial Symbiosis Kawarau commented on regional development and state that combine collaboration of the resources of multiple businesses to improve the effectiveness of each, involving the exchange of "materials, energy, water, by-products, services, knowledge, intellectual property, social capital and networks to reduce resource costs, increase revenues and create new business opportunities." It is a smarter way of companies utilising their resources, residues and by-products in order to eliminate waste. This leads to new commercial opportunities, job creation and better environmental outcomes. Kawarau has the unique advantages of being a well-established wood processing centre, geothermal advantages and proximity to the Port of Tauranga. They are pleased to see greater emphasis on

rail. They are in favour of electrification and the subsequent clean transport of goods to the port. They stated:

*...it is anticipated that potentially significant volumes of export products (logs and water) will be generated from Murupara. The well-established Kawerau - Murupara rail connection is the logical transport mode for these products and consequently, must be at an appropriate standard to efficiently handle the expected large freight volumes.*

Another stated that the Katikati Urban is a key regional development project because the town cannot effectively function without it.

Another submitter outlined the large amount of exports that will continue to increase, referring to 'the wall of wood' and kiwifruit. He also stated that the Rangiora Business Park has not been mentioned in the regional development discussion, but as it is in the middle of 80% of production there should be connections with it and the port of Tauranga.

## **Airports**

**1 comment**

One submitter commented on airports; they stated:

*Regional airports that have Air New Zealand as the monopoly national carrier are not at their potential because of the predatory pricing that will continue until there is competition. The Regional Council should be active in encouraging this.*

## **About the process, political or LTP comments**

### **About the process and comments that said thanks**

**170 comments**

A large number of submitters said thank you (or similar) for the opportunity to submit.

A considerable number of submitters made comment on the deliberation process, or similar. The majority of these comments were urging deliberators to make the 'right' decision for the community, particularly those on SH2 and Katikati. The right decision was described in multiple different ways: communicate well; prioritise life; take action; don't let people down; delays will lead to deaths; listen to the people; more visibility about how decisions are made; make decisions in the interests of the wider community; and, plan for future generations. This was one comment:

*Kia kaha. stand tall and proud and make the right decision now.*

Several respondents made comments about the documentation or the process. A small number of the respondents stated that they had difficulty accessing or completing the online survey. Other comments were: why are demographic details required; plain English should be used; would like the ability to print their survey; would like more transparency in the calculations; and, thought would close at midnight.

A small number of respondents referred to previous decision making and were generally critical of inaction, which has resulted in the current situation.

One respondent suggested a particular means of funding:

*If Government were to go back to a self-funding system instead of taking on debt from overseas private banking sector, we could afford improvements to all the roads. This is how NZ used to fund public works.*

Other comments were: a couple of respondents stated that consultation should occur where regional communities can access; NZTA has commenced purchasing property along the route; and, would like their submission read in full, not summarised.

## Political and comments about the Council [include civil disobedience comment]

180 comments

A large number of submitters were critical of local or central government in various forms (local Councils, government in general and NZTA) for previous inaction, particularly regarding SH2 and the Katikati bypass. Many stated that improvements have been delayed many years. A common point made was that decisions should have been made in the past to deal with the congestion and safety issues on these sections of road but nothing has happened. Submitters would now like decision makers to make decisions in the interests of the community and approve action to improve these roads as soon as possible. Specifically, they want decision makers to move SH2 and Katikati up the priority list and commence making the changes on the ground. The point was made many times that decision making inactivity is resulting in road deaths. This comment was typical of the sentiment in many of the comments focused on local government.

*Both BOPRC and TCC's historical hands off approach to regional development in Tauranga has proved to be catastrophic to our local roading infrastructure. Local government have a duty of care to ensure that growth is sustainable in all respects and plan accordingly. Over the past two decades this has been woefully neglected and now ratepayers are suffering. One only has to endure the growing traffic congestion in many parts of the region (Hewletts Rd, SH 2 Omokoroa, Bayfair, Tauriko, Welcome Bay, Cameron Rd) to realise the failure of this hands off approach risks compromising the very thing that attracts people to Tauranga from all over the country. The onus is now on local government (you) to fix this mess!*

This comment represented those who stated that organisations need to take responsibility and act.

*To date we have successive councils & governments making empty promises & when questioned about inactivity we get the old story BLAME THE OTHER LOT! It is past the time to keep playing the blame card, it is now time to DO something.*

A substantial number of submitters provided the same comment (quoted below) in support of the community's interests being supported by BOPRC. Protest action, escalating into civil disobedience was stated:

*The Bay of Plenty Regional Council needs to represent the interests of those living here and respect those who have died on SH2. The top five positions in the Regional Land Transport Plan should include promoting the extension of the Tauranga Northern Link (the old Route M) four-lane project through to Ōmokoroa to create an alternative route for local traffic. Katikati needs a bypass for the same reasons of safety and capacity. The most dangerous intersections from Te Puna to Waihi need urgent safety improvements. Central government through NZTA needs to invest in the more extensive Western Bay and Tauranga sub-region, where growth has outstripped infrastructure. There are long-term severe planning issues for politicians and civil servants. New Zealand needs to start looking at the next generation, not the upcoming elections on the horizon. Unless these arguments are taken seriously, campaigners are threatening to escalate protest action into civil disobedience, and some may consider running for elected positions locally, regionally and nationally so that the voices of the many are no longer ignored.*

A moderate number of other comments covered other Council actions. They were focused on actions which extended beyond transport. Several respondents made the point that housing developments should not be approved prior to necessary roading infrastructure being in place. This was a typical comment:

*. It seems incredibly short sighted that the council has approved hundreds of sections in Omokoroa without giving the roading issues more priority. I feel that they need to halt development until they upgrade the road otherwise all these roading issues, and the*

*resultant death and injuries, will only increase. To me that appears horrifically irresponsible on the Councils part.*

Other comments made were: social issues should be considered; would like to know how individual members voted; Council staff attrition should be addressed so that institutional knowledge is retained; information would be appreciated on the roles/relationships between the different agencies; amalgamate TCC and WBDC; Councilors should regularly experience roads first hand by driving around them at peak time; and, motorcyclists should receive Council discounts.

## Urgency required

110 comments

A large number of submitters stated that urgency is needed to improve the roads commented on and action needs to be taken immediately. This was a typical comment:

*In the interest of safety please recatergorised at number one and get it started.*

## Rates spending

55 comments

A considerable number of respondents implied, by stating that they are a ratepayer, or directly, that more money should be spent on roading. This was a typical comment.

*The cost to human life and the economic cost of not addressing these issues will greatly effect a huge number of rate paying residents, businesses and visitors to the area. For once, common sense must prevail and those responsible must do the "right thing"!*

A moderate number of respondents stated that rates are high and some went on to say that they should receive better roading for paying the most rates in the country. This was a typical comment:

*Stop putting me and my family at risk. we pay some of the highest rates in New Zealand and we have financed one of the best future focus plans for Omokoroa that most councils have ever prepared. why didnt you act back then?*

A small number of respondents made comment on the increased rates that Councils receive from new subdivisions. Some criticised that these funds are a factor which encourages approval of these developments without necessary infrastructure in place.

A small number of respondents criticised rates money being wasted, specifically money spent on transport planning which doesn't then get inacted.

## Listen to the public

50 comments

A substantial number of respondents stated that authorities should listen to the public, especially those who experience and know the local conditions.

*Listen to the public who use the highway-they know of the serious concerns more than anyone*

# Summaries of longer submissions

## SmartGrowth Leadership Group

### SUBMISSION SUMMARY

SmartGrowth Leadership Group submitted in favour of the Draft Regional Land Transport Plan 2018-2048. Their submission discussed some aspects of the transport plan that could be improved or better aligned to their own SmartGrowth Strategy and work in the transport sector.

The significant topics raised in SmartGrowth's submission were: the integration of land use and transport policies; wider consideration of investment and travel management options, especially given new technologies; acknowledgement of the Port of Tauranga as an essential element of the regional transport network; addressing the current escalating transport issues, which are effecting 'quality of life'; and, effective management of increasing future growth and transport demands.

### SPECIFIC POINTS RAISED

- Some aspects of the SmartGrowth Strategy could be incorporated into the RLTP.
  - **General integration and support from RLTP**
  - **Alignment between the SmartGrowth Strategy, RLTP, and Regional Policy Statement**
  - **Western Bay of Plenty story and context included and referenced in greater detail than what it currently is. Information on WBOP context is in the SmartGrowth Strategy.**
  - **Corridors identified in Figure 21 on page 57 of the RLTP draft aligned with the SmartGrowth corridors.**
- SmartGrowth considers that urgent action is required in the following areas:
  - **Provision of safe and efficient travel choice (including public transport, walking and cycling) and dedicated resources to encourage behaviour change**
  - **Increased network capacity aligned to a wider sub-regional vision for transport**
  - **A stronger focus on implementing and investigating effective demand management tools and techniques that will manage future projected growth in the western Bay**
  - **Embracing changing technologies and innovations**
  - **Maintaining efficient, and where necessary, improving access to the Port of Tauranga**
  - **Sustainable and equitable funding and financing models**
  - **Ensuring that the level of future investment is sufficient to help manage and influence the form of future growth**
  - **Building an understandable and integrated vision and the strategic actions needed to deliver on that vision with the communities of the western Bay of Plenty**
  - **Creating healthy urban environments that promote health and wellbeing for all so everyone has a fair chance of being healthy**
  - **Understanding the barriers and constraints involved in creating healthy and active urban environments and how to successfully co-create solutions with communities.**



# Eastern Bay Primary Health Alliance

## SUBMISSION SUMMARY

Eastern Bay Primary Health Alliance (EBPHA) highlighted the specific social, cultural and economic factors applicable to people in their region. Relatively high levels of unemployment, poverty/deprivation, numbers of those with high or specific health needs, and increasing numbers of both young and old are cited for context. On the basis of the particular needs of the population, EBPHA argued that the Bay of Plenty Regional Land Transport Plan 2018 should include greater consideration of health aspects, better prioritise current and changing demographic characteristics, and include greater investment in public transport.

## SPECIFIC POINTS RAISED

- Key Performance Indicators (KPIs) listed in the plan do not address societal or health changes, changing demographics, elderly or disadvantaged population's usage or increasing access to essential services such as practices, emergency departments or hospitals.
  - **Recommend greater weighting applied to public health related KPIs**
- Eastern Bay of Plenty is currently viewed as being poorly provided for in terms of public transport, yet is a service of vital importance for community health and wellbeing outcomes, including life expectancy.
  - **Recommend more focus on provision of public transport services for those living in deprived socio-economic circumstances, or rurally**
  - **Recommend greater weight to the public transport requirements of an increasing aging population. This would argue for greater investment and prioritisation of public transport than currently outlined in the plan**
  - **Recommend delivery of more targeted services levels during peak and off-peak times and extended services to rural communities**
  - **Recommend full and concession fares be reviewed across the BoP and standardised**
  - **Recommend that concession fares to be made applicable to Community Service Cards holders**
- Existing public transport services were deemed to be 'business as usual'(see paragraph 7.2.1) and were excluded from prioritisation.
  - **Recommend that the fact that 57% of the population considered public transport to be performing poorly in the EBoP is addressed**

# Rotorua Regional Airport Ltd

## SUBMISSION SUMMARY

Rotorua Regional Airport Ltd (RRAL) supports the general direction and themes of the objectives, policies and key performance indicators outlined in the Draft RLTP.

The key argument from RRAL is that BOPRC ensures that future growth of the Rotorua airport will not be hindered by a lack of provision and investment in transport infrastructure. RRAL states importance of better, safer and more efficient transport linkages to the value and importance of tourism in the region.

The key recommendations from RRAL were: provision of transport infrastructure to facilitate further growth and operations of the Rotorua airport; ensuring that the Draft RLTP gives effect to the Rotorua Draft Spatial Plan and the Vision 2030 Strategy; ensuring that planned or future road linkages are calibrated with future growth; ensuring priority is given to planned and future upgrades of State Highway 30 between the Rotorua Airport and City.

## SPECIFIC POINTS RAISED

- The draft RLTP highlights travel delays in Tauranga
  - **RRAL suggested that similar data and monitoring on SH33/Rotorua Easter Corridor area would be beneficial for RRAL's purpose and business case.**
- Support of Section 3.3 and Objective 3.3.3
  - **Requests an additional key performance indicator be added to include *'the number of significant new improvement activities implemented or under construction'* in order to track or measure the progress towards the achievement of the committed projects under Figure 24 of the draft RLTP, priorities under figure 24, and activities the Regional Transport Committee have requested be included in the State Highway Investment Proposal in figure 26.**
- Questioning of objective 3.3.6 – Safety. NZTA's SH30 Owhata to Te Ngae Junction has been identified as one of the roads that could be safer.
  - **Given the predicted increase in traffic numbers due to population growth and tourism, RRAL submits that the key performance indicators should look to reduce deaths and serious injuries to well below 2016 levels.**
- Support of Objective 3.3.7 – Economic Efficiency
  - **Requests that an additional point be added to the list of key performance indicators being; reduce travel delay time on key routes between the Rotorua Airport and Rotorua City from 2016 levels or; Monitor travel delay times on key routes between the Rotorua Airport and Rotorua City.**
- Support Policy 5.1 – Access and resilience without change, 5.2 – Environmental sustainability, and 5.3 – Land use transport integration without change.
- Support Policy 5.7 – Economic efficiency
  - **Requests that a specific sub-point be added to ensure that the safe and efficient movement of tourists and freight between the Rotorua Airport and the CBD is specifically recognised and/or identified. RRAL would also accept other wording to the similar effect that would either promote, prioritise or strongly advocate for the Rotorua Eastern Corridor to be recognised as a key strategic corridor, connecting the Airport, the Eastgate Business Park and the Eastern Suburbs of Rotorua to the CBD. RRAL would like to be identified as a key agency in this policy.**

- Support for 6.5 Rotorua Urban Network
  - **Supports identification and recognition of urban approaches on the eastern corridor for existing capacity issues at peak periods.**
  - **Supports the accurate identification and description of the key problems applying to the Rotorua Urban Network and sees the objectives are appropriate for addressing the identified problems in the network.**
- Support for Regional Transport Committee’s request for activities listed in Figure 26 of the Draft LTP to be included in first 6 years of the State Highway Investment Proposal (SHIP).
- Supports for the inclusion of the Eastern Corridor project and agrees with the RTC that it is a project that will make a significant contribution to the objectives of the Draft RLTP.

## SUBMISSION SUMMARY

TKL Logistics submitted on points of interest for their organisation, in regards to three main points: road congestion, the lack of recognition of local freight corridor infrastructure, and safety risks faced by those using SH2 Katikati to Tauranga. TKL Logistics provided detailed context for their arguments, including the projected growth of the kiwifruit industry and how such growth can only be sustained if regional infrastructure is maintained and improved to support it.

## SPECIFIC POINTS RAISED

- Congestion appears to be under-managed on the main access roads in and around the Port of Tauranga
  - **Recommends that congestion be better managed, particularly Hewetts Road, Totara Street, and Mirrielees Road.**
- Local freight corridors are insufficiently recognised in the Plan, which could lead to reduced productivity.
  - **Recommends the Plan address persistent congestion on local freight corridors.**
- Hewletts Road bus lanes are underutilised and take up valuable road space.
  - **Recommends bus lanes be shared by commercial vehicles.**
- Improved cycle lanes proposed for Totara Street will increase congestion.
  - **Recommends proposal to improve cycle lanes consider effects of increased congestion.**
- Implementation of safety improvements Waihi to Tauranga is ranked at 6, yet heavy transport movements along it continue to increase.
  - **Recommends this route be prioritised for safety improvements.**

# ToiEDA, Eastern Bay of Plenty Economic Development Agency

## SUBMISSION SUMMARY

ToiEDA stated their interest in submitting to the Regional Land Transport Plan 2018 was to promote regional economic development. They listed the main economic drivers and potential risks that impact on the transport, logistics and supporting infrastructure requirements. ToiEDA advocated to retain essential services and transport links in the region, such as roading, airports, wharves, resilience and communication connectivity. They submitted on specific points from the Plan and sought a number of decisions, outlined next.

## SPECIFIC POINTS RAISED

- General freight logistics requires planning for.
  - **Requests support to undertake an Eastern Bay of Plenty Logistics Study to inform potential future freight movements, modes of transport and impacts on road, rail, sea, air transport links.**
- Paengaroa to Whakatane route experiences heavy volumes of traffic at high speeds on narrow roads.
  - **Suggests including development proposals for mussels, kiwifruit, water bottling, large scale developments at Kawerau, Minginui expansion and developments of SH38 as a tourism attractor.**
  - **Fully supports rail network improvements on the ECMT for freight as a high priority for dealing with this growth and easing current congestion.**
- Rotorua to Whakatane route has problems with safety and resilience, including one of the key issues of limited spaces for passing.
  - **Suggests including development proposals for mussels, kiwifruit, water bottling, at Murupara, large scale inquiries at Kawerau and Minginui expansion.**
  - **Recommends more well-signposted passing bays along this section.**
- Whakatane to Opotiki to Gisbourne route is noted as problematic with regards resilience and safety as well as access.
  - **Supports the problems of Resilience and Safety as well as Access in the objectives.**
- Recent bridge repairs (Pekatahi) and slips (Waimana and Waioeka Gorge) have highlighted the reliance of access via the SH2 route.
  - **ToiEDA supports the Waimana and Waioeka Gorges being given higher priority as well as consideration of two-laning the Pekatahi Bridge.**
- SH35 is a route likely to experience greater use given the anticipated growth of kiwifruit up the East coast.
  - **Supports the inclusion of a business case study of SH35 as set out in Chapter 7 and that the importance of this be elevated.**
- Opotiki to Ohiwa Cycle Trail will link with proposed connecting trails from the Rotorua district
  - **Supports the inclusion of this trail, and requests this be included in a wider Eastern BoP cycle trail continuing to Whakatane, Coastlands, Kawerau and Tarawera Falls.**

- The Problems and Objectives identified regarding the Kawerau to Murupara route are supported.
  - **Supports the inclusion of Te Urewera Rainforest Route improvements as a significant catalyst for achieving new tourism product development and much needed regional dispersal from over-crowded attractions/locations as well as improving seasonality objectives.**
  - **Suggests development proposals should be included for water bottling at Murupara, large scale developments at Kawerau and Minginui expansion.**
- Walking and cycling are allocated a total of 0.017% for total forecast cost and 0.010% (\$1 in \$10,000) for the NLTF share respectively.
  - **Requests a that a significantly greater portion of the overall budget be allocated to encourage walking and cycling including considering the changing demographics and ageing populations in many areas.**
- There is expected significant increase in traffic movements over the next 3-10 years between the Eastern BoP and the wider region.
  - **Supports the development of KiwiRail infrastructure, services, and support.**
  - **Encourages a movement to off-road transport where most practical (which has additional environmental benefits).**

# Port of Tauranga Limited

## SUBMISSION SUMMARY

The Port of Tauranga made the point that they are heavily reliant on current and future efficiency of the regions road-based transport network. They submitted their broad support for the strategic freight and land transport objectives set out in the Draft Regional Land Transport Plan 2018. However, they also requested increased focus and investment on immediate resolution of the strategic and localised urban network. They cited their capability to support the region's growing freight industry as at risk if improvements to the local network are not addressed.

## SPECIFIC POINTS RAISED

- 2.1 National and international connections.
  - **Supports “...the Port of Tauranga, New Zealand’s largest export port... the Port during the 2016/17 financial year.”**
- 2.1.1 Inter-regional journeys. Specifically Auckland to Tauranga via Hamilton (State Highway 1/29 and NIMT/ECMT rail).
  - **Supports “Auckland to Port of Tauranga via Hamilton... once the Waikato Expressway project is completed.”**
- 2.1.1 Inter-regional journeys. Urban journeys constrain freight movement efficiency and competitiveness for the region.
  - **Recommends the adoption of a new subsection, as follows:**  
**Strategic Urban Networks: The necessary movement of bulk freight through strategic urban networks, across the region, and particularly those local networks around key import/export freight hubs such as the Port of Tauranga, are vital to the region’s productivity, its competitiveness and contribution to the region’s GDP.**
- 2.2 Strategic drivers.
  - **Supports “The Bay of Plenty is an important growth centre ... through the Port of Tauranga.”**
- 2.2 Economy. Key new markets have been identified that are not currently evident within the regional economy which are projected to deliver growth.
  - **Recommends amendment as follows (underlined):**  
**Other major export commodities are milk and dairy products, and kiwifruit. Strategic growth is evident in new markets, commodities and products and these are expected to drive further and increased growth at the Port. The Port also provides direct access...**
- 2.3.1 Roads as part of the regional transport network are increasingly becoming congested which has an adverse effect on the efficient transport of freight.
  - **Recommends amendment as underlined:**  
**Urban and rural arterial corridors, particularly in Tauranga and Rotorua, move significant volumes of people and goods.**
- 2.3.2 The Port has increased capacity and expects further and on-going demand increases.
  - **Supports subsection 2.3.2 “Sea Ports”.**
- 2.3.4 Further growth in demand is expected alongside greater utilisation of rail, notwithstanding the road-based freight is still expected to materially increase.

- **Supports subsection 2.3.4 “Rail”.**
- 2.4 Freight needs a continued presence in all aspects of the regions planning.
  - **Supports section 2.4, with some amendments.**
  - **Recommends one addition to bullet point list, as follows:**

**Upper North Island Freight Accord and other assignee strategies and relationships**
  - **Recommends addition to Figure 3 to demonstrate how these other assignee Accords and Strategies relate to and are given weight in the development of spatial and economic plans.**
- 3.1 Road-based freight demands are expected to increase despite continues strong growth in rail sectors.
  - **Supports subsection 3.1, with amendments.**
  - **Recommends addition of a third and fourth category to 2016 freight data to Figure 9, being that of Urban Arterial Traffic Volumes and Urban Arterial Freight Volumes. Or introduce a new Figure dedicated to tracking the comparative growth demand on Urban Arterial networks compared with the overall state highway networks**
  - **Recommends addition of relevant commentary.**
- 3.1 Urban Arterial network is now emerging as the critical freight movement issue for strategic freight demands.
  - **Supports subsection 3.1 with amendments as follows (underlined):**

**Traffic congestion is occurring on parts of the network, in particular the urban arterial network, where demand is exceeding capacity... business cases throughout the region and is a major impediment to strategic import/export freight movements. Travel delay...**
  - **Supports subsection 3.1 with the following two amendments:**

**Introduce a corresponding AM and PM set of graphs that correlate Urban Arterial Travel Delay for Freight by way of a comparison with that delay incurred more widely across the network.**

**Add corresponding commentary as appropriate.**
- 3.2 Benefits. The benefit response that is defined does not correspondingly reflect the significance of the freight issue and it’s corresponding regional economic, and quality of life benefit. The freight significance in benefits appears as a narrow focus of part of the 20% weighted economic efficiency KPI outcomes.
  - **Supports section 3.2 with amendments as follows:**

**Consider enhanced efficiency for freight movement as a strategic benefit and public good for the region. Draw out and establish Objectives and KPI’s that correspond with the significance of the problem that is defined, across each of the following areas: access and resilience; land use and transport integration; energy efficiency; safety; and, economic efficiency.**
- 3.3.1 Access and Resilience. The freight significance in benefits appears as a narrow focus of part of the 20% weighted economic efficiency KPI outcomes.
  - **Supports subsection 3.3.1 with the following amendments:**

**Add that: Urban arterial network disruptions to strategic import/export freight movement caused by recurrent and rapidly degrading impacts of regional growth**



**Add that (or another appropriately determined freight based KPI): Reduced urban arterial travel times for strategic import/export freight movement.**

– 3.3.3 Land use and transport integration.

- **Supports subsection 3.3.3 with following amendment (underlined):**

**Long term planning ensures regional people and goods growth patterns and urban form reduce travel demand, support mixed-mode freight efficiency, public transport and encourage walking and cycling.**

- **Supports subsection 3.3.3 with following addition (or other appropriately determined freight based KPI):**

**Increase the proportion of freight that is moved by rail**

– 3.3.4 Energy and efficiency.

- **Supports subsection 3.3.4 with following amendment (underlined):**

**People choose and goods are programmed the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources**

- **Supports subsection 3.3.4 with following addition (or other appropriately determined freight based KPI):**

**Reduce the total energy footprint, per kilometer travelled for freight movement**

– 3.3.6 Safety.

- **Supports subsection 3.3.6 with the following addition (or other appropriately determined freight based KPI):**

**Reduce deaths and serious injuries arising from freight and good movement below 2016 levels (five year rolling average).**

– 3.3.7 Economic efficiency

- **Supports subsection 3.3.7 “Economic Efficiency”.**

– 4.1 Optimised transport system. Urban peak congestion is now a critical impediment to the movement of import/export related freight activity in the region.

- **Supports subsection 4.1 “Optimised Transport System”.**

– 4.1.1 Integrated planning. An integrated planning approach to freight is endorsed by the Port of Tauranga. It is appropriate that freight movement is recognised as a key factor in the integrated transport planning story.

- **Support for subsection 4.1.1 with the following amendment:**

**Introduce a commitment to provide, maintain and enhance strategic urban and rural freight corridors within the region through a dedicated freight corridor strategy and model that identifies strategic freight motivated infrastructure investment in landbased transport.**

– 4.1.2 Demand management. The strategic responses are considered to warrant a particular focus on freight as separate from general traffic demands given the higher growth demands expected in this sector and the added net value freight activities add to the region’s domestic product.

- **Supports overall objectives in that they contribute to a net good outcome for freight as well as general traffic movement.**

- **Supports 4.1.2 with the following amendment (underlined):**

**Improve the overall efficiency of the transport network with a key focus on strategic urban import/export freight corridors.**

- **Supports 4.1.2 with the following two additions:**

**Prioritise travel so higher value trips and more efficient modes are given priority over low value travel and less efficient modes.**

**Increase transport options.**

- 4.1.3 Network optimisation. Network optimisation tools can generate high value outcomes for freight movement.

- **Supports subsection 4.1.3 “Network Optimisation”.**

- 4.1.4 New and improved infrastructure. The focus on “strategic freight networks” is endorsed as a primary focus for road networks in particular.

- **Supports subsection 4.1.4 “New and Improved Infrastructure”.**

- 5.1 Access and resilience. Access and resilience of strategic urban freight networks is now a key issue impacting the regions freight based contribution to GDP

- **Supports subsection 5.1 with amendments as follows (underlined):**

**2. Ensure that the development and management of transport corridors enhances freight accessibility and maintains the permeability of the corridor for all users and minimises the severance effects on surrounding communities.**

- 5.3 Land use and integration. Past strategies have had high level regional objectives that have provided ell for regional and inter-regional freight transport. A substantially lesser outcome has been achieved with respect to strategic urban freight corridors and the outcome is now a rapidly deteriorating road based urban freight network.

- **Supports subsection 5.3 with amendments (underlined):**

**7 ... inter-regional functions of strategic people and goods transport corridors...**

**8 Ensure that future people and goods transport...**

**9 Ensure that the location and design of new development in urban areas, including brownfield and greenfield urban development, gives effect to:**

- **enhancing freight movement efficiency; ...**

- 5.7 Efficiency. Road network congestion, especially on urban strategic networks is outstripping investment in maintenance of levels of service.

- **Supports subsection 5.7 with the following amendment (underlined):**

**27 Co-ordinate planning and prioritise investment for roads, rail and shipping to ensure that freight movements in the region and the upper North Island are managed in an integrated manner**

- 6.3 Tauranga urban network. Prioritised freight infrastructure investment is needed, particularly within the urban networks to respond to the strategic problem identified.

- **Supports subsection 6.3 with the following amendment to the description (underlined):**

**...the local road network including Totara St (National), sections of Hewletts Road and adjacent land uses;...**

- **Supports subsection 6.3 with the following amendments to Economic efficiency (underlined):**

...the urban and rural transport system is integrated ...reduce travel demand, enhance goods movement efficiency, support public transport and encourage walking and cycling.

• Access and resilience - communities have access to a resilient and reliable people and goods transport system that provides them with strategic accessibility and a range of travel choices to meet enhances their social, economic, health and cultural needs.

- Supports subsection 6.3 with the following addition to Inter-regional factors:

The strategic urban freight networks around the Port of Tauranga are significantly impacting its contribution to the regions GDP. Priorities level of service and reliability improvements are vital to the continued value and contribution the Port makes to the region's communities.

- Supports subsection 6.3 with the following addition to Evidence base:

Develop a strategic regional and corridor freight model and strategy to demonstrate the case for prioritized freight infrastructure investment

- Supports subsection 6.3 with the following addition to Integrated planning:

Totara Street and Hewletts Road strategic freight levels of service and reliability, 1 – 3 years

- Supports subsection 6.3 with the following amendments to Network optimisation (underlined):

Road-based freight infrastructure pinch point programme, 1 – 10 years,

- Supports subsection 6.3 with the following addition to New and improved infrastructure:

Totara St / Hewletts Road intersection level of service and reliability enhancement and maintenance, 1 – 3 years

– 7 Regional programme, and 8 Funding. The Port reported the existence of network constraints.

- Supports chapter 7 and 8 with amendment as follows.

Establish an action committee comprising NZTA, Tauranga City Council and the Port of Tauranga to identify and prioritise a strategic roadbased freight programme of infrastructure investment over the next 10 years and beyond. The objective being to re-establish efficient and reliable levels of service and to maintain these in perpetuity on strategic urban and rural freight corridors.

# Waihi Beach Community Board

## SUBMISSION SUMMARY

The Waihi Beach Community Board submitted on the RLTP with a set of requests and recommendations for consideration.

Their key argument is regarding safety of the W2T section of road in particular, which runs through the Community Board's area of influence.

## SPECIFIC POINTS RAISED

- Recommendation on priorities.
  - **The Omokoroa, Katikati and some less expensive safety initiatives should be in the top five priorities.**
- Transport safety improvements
  - **Waihi Beach Community Board urges BOPRC to bring forward work that will allow safer use of the Omokoroa interchange and keep traffic moving in either direction.**
  - **The Waihi Beach Rd, SH2 intersection while the best on W2T could also do with some more work to help with safety and traffic flow.**
  - **The number of traffic movements on W2T, to and from Waihi Beach, Waihi and beyond is growing rapidly. Waihi Beach Community Board request that the road be considered for urgent attention.**
- Request of recognition
  - **The Community Board also request that you recognise Waihi Beach as part of the region and include us in the BOP Public Transport Blueprint.**

# Waikato Regional Transport Committee

## SUBMISSION SUMMARY

Waikato Regional Transport Committee submitted in general support of the Regional Land Transport Plan. They highlighted both the shared priority focus for economic efficiency regarding transport corridors, and their intent for their and the POBRC regional plans to be aligned with consistent policy messages. Feedback was provided in two sections: high-level feedback is summarised in the first section, and detailed feedback on specific points of the Plan is tabled in the second section.

Waikato Regional Transport Committee invited BOPRC to submit in support of their draft 2018 update to the RLTP, in particular they would appreciate support for the following: Waikato's top two transport priorities to complete the Waikato Expressway, and extension of the Expressway from Cambridge to Piarere; the complementary draft RLTP priorities, policies and implementation measures pertaining to the SH1/29-ECMT corridor, and to road safety; and, for inter-regional passenger rail, including support for the activity identified in our regional programme to support an interim inter-regional rail service between Hamilton and Auckland, and associated priority, policy and implementation statements.

## SPECIFIC POINTS RAISED

- It is important to the Waikato region that policy relating to SH2 in the Plan does not adversely impact on Waikato Regional Council strategic priority of the SH1/29 corridor, particularly given anticipated future growth pressures on SH2.
  - **Supports Bay of Plenty's recognition of the Waikato Expressway and SH1 Cambridge to Piarere Long Term Improvements as activities of inter-regional significance (section 7.6).**
  - **Supports safety focus for this corridor.**
  - **Supports recognition of the Waikato Expressway and SH1 Cambridge to Piarere Long Term Improvements as activities of inter-regional significance (section 7.6).**
- General road and rail safety.
  - **Supports the safety emphasis of the Plan.**
- WRTC supports the safety objective and policies contained in the draft Bay of Plenty RLTP, however, it is considered these could be strengthened to acknowledge the national and inter-regional priority focus on safety.
  - **Recommends considering strengthening the road safety objective to "work towards zero deaths and serious injuries", in line with Government and inter-regional priorities to work towards this target.**
- WRTC stated the Hamilton to Auckland interregional passenger rail service is an important precursor to realising the Bay of Plenty's future interregional passenger rail objectives.
  - **Requests updated commentary in section 2.3.4 of the RLTP to more accurately reflect the 'initial stage', by referring to the interim inter-regional passenger rail service currently being investigated between Hamilton and Auckland.**
  - **Request recognition of the interim inter-regional passenger rail service as an activity of inter-regional significance in section 7.6 of the Plan.**
  - **Request amendment of policy 28 in the Plan to acknowledge future inter-regional passenger rail.**
- 2.1.1 Inter-regional journeys.
  - **Supports identification of inter-regional journeys.**

- **Requests that reference is made to the ECMT line providing an efficient link between the Port of Tauranga and freight hubs in Hamilton and the North Waikato as well as South Auckland that is already referenced (top of page 18 under the Auckland to Tauranga via Hamilton heading).**
- 2.3.1 Regional transport network- Road.
  - **Supports acknowledgement of joint Waikato and Bay of Plenty SH1/29 — ECMT Working Group and objectives for the future management of the corridor (shared statement).**
- 2.3.4 Regional transport network- Rail.
  - **Supports reference to Government's intention to increase the use of rail to enable efficient passenger and freight use, including the re-introduction of inter-regional passenger rail linking Auckland, Hamilton and Tauranga.**
  - **Supports statement of the importance of protecting the ECMT for future capacity improvements including additional passing loops or potential double tracking, especially in the context of a future interregional passenger rail service and the critical role of rail in moving freight to and from the Port of Tauranga.**
  - **Requests wording of reference to the Government's signals to re-introduce inter-regional passenger rail between Auckland, Hamilton and Tauranga and the reference to the initial stage involving testing "proof of concept" (first bullet point) updated to reflect recent developments with an interim passenger rail service proposal between Hamilton and Auckland, as described under the high level comments in this submission.**
  - **Supports Bay of Plenty's support for investment in a third rail line between Westfield and Papakura as an activity of inter-regional significance (second bullet point).**
  - **Request that the electrification of the NIMT from Papakura to Pukekohe is also referred to here.**
  - **Supports improving regional rail freight networks (third bullet point).**
- 3.1 Problems.
  - **Supports problem statements in draft RLTP, noting shared similarities with Waikato's Investment Logic Map outcomes.**
- 3.3 Objectives.
  - **Supports objectives and associated KPI's in draft RLTP, noting broad alignment with Waikato's objectives (your 'quality of life' objectives reflecting our 'underpinning' objectives):**
  - **Supports KPI under economic efficiency objective to reduce delay per kilometre on key routes to the Port of Tauranga from 2016 levels.**
  - **Support KPI under economic efficiency objective to increase the volume of freight on the East Coast Main Trunk line above 2016 levels.**
  - **Requests amendment to the safety objective to "work towards zero deaths and serious injuries", in line with Government and inter-regional priorities.**
- 4.1.1 Integrated planning.
  - **Support reference to the State Highway 1/29 ECMT Working Group as part of the Bay of Plenty's integrated planning approach.**
- 4.1.4 New and improved infrastructure.

- Supports recommended investment focus for the road network.
  - Supports recommended investment focus for the rail network, particularly supporting the resilience, reliability and capacity improvements outlined to support the inter and intra-regional movement of products to and from the Port of Tauranga, and future freight demand.
  - Supports investment focus to investigate the feasibility of increasing the use of rail for passengers and inter-modal facilities and hubs.
  - Supports recommended investment focus on intra-regional cycle networks that link to the national cycle network.
- 4.2 Safe system.
- Supports safe system approach and specifically support police activities (section 4.2.2) that target State Highway 29 Kaimai Ranges, working with Waikato road policing staff and the NZ Transport Agency to address the high crash rate on this strategic route
- Chapter 5, Policies.
- General support of policies in the Plan
  - Specifically supports Policy 6
  - Specifically supports Policy 7
  - Specifically supports Policy 26
  - Specifically supports Policy 27
  - Requests amendment to Policy 28 (as underlined) to recognise and plan ahead for future passenger rail as follows:  
  
Strongly advocate for increased investment in rail capacity and rolling stock in the region and the upper North Island to accommodate projected inter and intra-regional freight and future passenger rail movements. — and support Regional Transport Committees and SH21/29-ECMT Working Group as identified agencies.
  - Requests amendment to Policy 30 to include Waikato Regional Council as an implementation agency, in recognition of the inter-regional tourism movements between the Waikato and Bay of Plenty regions (e.g cruise ship access via SH1/29 to Hobbiton).
- 6.1 Piarere to Tauranga corridor.
- Support problems and objectives for Piarere-Tauranga corridor.
  - Note the draft plan refers to RLTP objectives (this is consistent across the corridor templates), not the objectives specific for the future management of the SH1/29-ECMT corridor as defined by the Working Group.
  - Support identification of Waikato Regional Council as a key partner for this corridor.
  - Supports under "Inter-regional factors" the identification of the SH1/29-ECMT corridor as the strategic, long-term, transport corridor connecting Auckland and the Waikato with the Bay of Plenty.
  - Supports integrated planning strategic response, including the SH29 Piarere to Tauriko Detailed Business Case and SH1/29-ECMT Working Group.
  - Supports new and improved infrastructure strategic response, including the Kaimai Rail Tunnel upgrade, SH29 Kaimai Summit to Tauriko, Tauriko growth management connections, and Stock Truck Effluent Disposal Facility.
  - Supports identification of SH29 Piarere to Tauriko Detailed Business Case and Kaimai Rail Tunnel Upgrade as activities of inter-regional significance on accompanying Piarere-Tauranga corridor map (page 60).

- 6.2 Waihi to Tauranga.
  - **Supports recognition of the role the corridor plays in carrying a proportion of the direct inter-regional freight movements between Auckland and the Bay of Plenty and providing tourism access between Auckland (via the Karangahake Gorge), the Coromandel and the Bay of Plenty. However, as noted under high level comments, the Waikato region's priority is on SH1/29 with SH2 policy focussed on resilience and safety outcomes.**
  - **Supports identification of Waikato Regional Council as a key partner for this corridor.**
  - **Requests amendment to bullet point under "freight integration" to recognise inter-modal facilities in the North Waikato as follows:**

**The ongoing development of inter-modal facilities in South Auckland and Hamilton and the North Waikato supports the relative efficiency of rail for direct inter-regional freight movements between Auckland and the Bay of Plenty on this corridor.**
  - **Supports strategic response, including rail network improvements to encourage increased use of ECMT, and new and improved infrastructure improvements on corridor.**
  - **Supports identification of Waihi to Waihi Beach Cycle Trail as an activity of inter-regional significance on accompanying corridor map (p63).**
- 6.6 Tirau to Rotorua corridor
  - **Supports strategic response to improve safety on this inter-regional tourism route.**
  - **Supports identification of Waikato Regional Council as a key partner for this corridor.**
- 6.7 Rotorua to Taupo corridor
  - **Supports strategic response to improve safety on this corridor.**
  - **Supports identification of Waikato Regional Council as a key partner for this corridor.**
- 7.4 Prioritised activities
  - **Supports the region's top priority activity 'TNP SH29 Tauriko West Network Connections' to deliver SH29 freight and safety objectives while providing appropriate access to Tauriko West and the Tauriko Industrial Estate.**
  - **Supports other prioritised projects that provide safety and efficiency improvements on key inter-regional routes SH29, SH2 and SH5, including:**
    - **SH29 Kaimai Summit to Tauriko**
    - **W2T Waihi to Omokoroa (Safer Corridor)**
    - **W2T Omokoroa to Te Puna (Transformed)**
    - **W2T Katikati Urban (previously Katikati Bypass)**
    - **SH5 Tarukenga to Nongotaha Safety Improvements.**
- 7.4.1: RTC has requested the NZ Transport Agency the Stock Effluent Disposal Facility activity to be included in the first six years of the State Highway Investment Proposal.
  - **Supports this request. It is considered this would make a significant contribution to the objectives of both the Bay of Plenty's and Waikato's RLTPs.**
- 7.6 Activities of inter-regional significance
  - **Supports identification of activities of inter-regional significance that are also supported in the Waikato Region's Draft RLTP:**
    - **Third main Trunk Rail Line between Westfield and Wiri**
    - **Kaimai Rail Tunnel Works**
    - **Waikato Expressway**



- SH1 Cambridge to Piarere Long Term Improvements SH29 Piarere to Tauriko
- SH2 Waihi to Tauranga Corridor Programme Waihi to Waihi Beach Cycle Trail.
- Requests addition of the following activities to the list of inter-regionally significant activities in light of their contribution to regional and upper North Island outcomes:
  - Southern Corridor optimisation and capacity related improvements to road and rail in Auckland,
  - Extension of electrification of the North Island Main Trunk (NIMT) from Papakura to Pukekohe to improve the efficiency of the SH1/29-ECMT inter-regionally significant corridor
  - Hamilton to Auckland inter-regional passenger rail interim project
  - Hamilton to Auckland Transport Connections Strategic Business Case to recognise this as the first stage in potentially realising future inter-regional passenger rail for the Bay of Plenty region.

# Sustainability Options

## SUBMISSION SUMMARY

Sustainability Options stated they do not believe the vision and objectives included in the plan reflect what they want transport to be in the region.

Their ideal vision and goal is for more sustainable transport and to increase the mode share of walking, cycling and public transport to a point where car ownership is an option, not a necessity.

Sustainability Options raise the point of the expected new Government Policy Statement on transport requesting better alignment of values and priorities between the policy statement and RLTP. The priorities of the Government Policy Statement are suggested to be: safety, liveable cities, and better environmental outcomes.

## SPECIFIC POINTS RAISED

- RLTP priorities should align with the expected Government Policy Statement on transport
  - **‘Land use and transport integration’, ‘environmental sustainability’ and ‘affordability’ need higher weightings than they currently have in the draft RLTP.**
- Mode share for sustainable transport options (walking, cycling and public transport) should be increased.
  - **Greater investment in safe cycling infrastructure**
  - **Greater investment in more public transport services in the Western BOP and ensure more frequent and reliable bus services throughout Tauranga, and from Omokoroa and Katikati.**
  - **Significant investment in demand management initiatives, rideshare schemes, business and commuting schemes.**
- Schools need to be serviced by an appropriately sized, comprehensive network of school buses
  - **Increased investment in the bus network to provide fast, reliable, safe services for school-age children to get to and from school.**
  - **Trialing a no charge service for school-age children to travel by Baybus to and from local schools.**
- Support more electric vehicles to reduce emissions
  - **Provide public electric vehicle charging stations in areas where the market does not deliver (rural areas).**
  - **Bring more electric buses into the new Tauranga bus network and elsewhere in the Bay of Plenty as soon as possible.**
- Support rail services, especially where it takes vehicles off roads
  - **Support the proposed passenger rail services between Auckland-Hamilton to Tauranga and Rotorua, with the view that these begin as soon as possible.**
  - **Improve those intercity services to high-speed trains as soon as possible.**
  - **Investigate the business case for rapid passenger rail from Whakatane to Tauranga, partly to ease growth pressures in the Western BOP.**
  - **Support electrification of the Kawerau-Port railway line.**
  - **Work closely with government, Kiwirail, Port of Tauranga, FLAG, the forestry and horticultural sectors, and other parties to produce a regional plan to increase**

**percentages of freight transported through the region and inter-regionally by rail and coastal shipping.**

- **Partner with community groups and other organizations to develop an integrated multi-modal low-carbon transport plan.**
- Support some specific aspects of the RLTP
- **High ranking of safety, which aligns with the GPS. Investing in safe active transport systems is one of the most cost-effective ways of improving safety.**
  - **The prioritisation of improved safety on State Highway 2 and other roads and cycling routes with a poor safety record.**
  - **The measures in the plan to improve public transport services in the region.**
  - **The proposed investments in safe cycleways in this plan by Tauranga City Council and other councils.**

# New Zealand Kiwifruit Growers Incorporated

## SUBMISSION SUMMARY

New Zealand Kiwifruit Growers Incorporated (NZKGI) are generally supportive of the strategy and reiterates the important of good transport links to industry and the community.

The kiwifruit industry is highly dependent on the transport network, including sea freight and land transport as almost all kiwifruit grown in NZ is exported. Therefore, NZKGI is mostly concerned with key routes for the transport of kiwifruits in the region, from orchards to post-harvest facilities, to the Port of Tauranga for shipping.

NZKGI submitted on a number of topics, including discussion on RLTP priorities, features identified under the Optimised Transport System, and transport routes of priority

## SPECIFIC POINTS RAISED

- NZKGI supports the high-level objectives however submits that greater emphasis needs to be placed on the safety objective, as well as economic performance objective in setting the proposed regional activities.
  - **Higher priority should be given to safety because accidents have a serious impact on quality of life for those involved.**
  - **Economic performance and security is a key factor of quality of life.**
- NZKGI support the high level strategic response and comments on the following features identified under the Optimised Transport System.
  - **Road Network: NZKGI support the recommended investment focus areas including strategic freight networks, safety improvements, connectivity improvements and network resilience.**
  - **Rail Network: NZKGI support the recommended investment focus areas including investigating the feasibility of increasing the use of rail for freight, resilience improvements, reliability improvements, rail capacity improvements and inter-modal facilities and hubs.**
  - **Public Transport: NZKGI support increased investment in public transport and suggest a key consideration should be the provision of public transport for seasonal employees in sub-regional areas such as Katikati and Te Puke**
- The transport routes of significance for the kiwifruit industry that should be given priority in the Bay of Plenty Region are as follows:
  - **W2T Waiki to Omokoroa & W2T Omokoroa to Te Puna**
  - **SH2 Wainui Road to Opotiki, NSRRP**
  - **SH2 Opotiki to Gisborne**

# Welcome Bay Transport Forum

## SUBMISSION SUMMARY

The Welcome Bay Transport Forum (WBTF) submission comes from the Welcome Bay community. The forum is an organisation of concerned residents who have formed a response to increasing traffic congestion in their area.

The Welcome Bay community would like to see traffic flow improved during peak hours along Welcome Bay road, ensuring a stress-free commute for residents. The WBTF identified a number of factors that contribute to traffic-related problems, including: all students from the age of 11 must commute out of the suburb for school; there is no supermarket available in the suburb; other than local primary schools, there is little employment opportunities; a significant number of residents cannot take public transport to work due to being tradespeople carrying equipment or having company vehicles. WBTF argues these factors contribute to the high volume of traffic leaving the area at peak times.

## SPECIFIC POINTS RAISED

- Severe traffic congestion occurs in the Welcome Bay area, particularly during the peak morning period of 6:30am to 9am. Traffic congestion has had a wide-ranging impact on stress levels, emergency services, productivity, time-sensitive jobs, environment, and various other services (tradies, deliveries etc.)
  - **Short Term (Potential for immediate implementation): Trial of free school buses for students travelling to city (Intermediate & College) and trial of free or heavily discounted buses for commuter public travelling to the city.**
  - **Medium Term (2-5 years): Four-laning of Turret road bridge and 15th Avenue. A dedicated Bus/T3 lane along Welcome Bay road for city-bound traffic. A Cycleway separated from the traffic along Welcome Bay Road connecting to the new and existing Toi Ohomai and CBD cycleways.**
  - **Long term: A second access to Welcome Bay towards the West linking up Waikite, Waitaha, Kaitemako and Ohauti Roads potentially right across to Oropi Road. Continued free school buses and regular, reliable, general bus services.**

# Sustainable Business Network

## SUBMISSION SUMMARY

The Sustainable Business Network (SBN) expressed their desire for the vision and objectives of the RLTP to be more focussed on creating a safe, accessible and multi-modal transport system. SBN mention that 4% of funding towards public transport, and 2% on active transport is not enough, as well as less or none of Mobility as a Service (MaaS), rideshare platforms and other new technology or innovative systems.

The priorities indicated for the new Government Policy Statement on transport was mentioned by SBN as they suggested greater emphasis on the same priorities to be included in the RLTP

## SPECIFIC ISSUES RAISED

- RLTP priorities should align with the expected Government Policy Statement on transport
  - **‘Land use and transport integration’, ‘environmental sustainability’ and ‘affordability’ need higher weightings than they currently have in the draft RLTP.**
- Improvements to public transport services
  - **Requests increased investment to provide fast, reliable, safe services for school children and trial a no charge system for travel by Baybus for school aged children to and from local schools.**
  - **Requests more frequent and reliable bus services in the western BOP district, particularly for Omokoroa and Katikati.**
- Improvements for active transport
  - **Requests greater investment in safe cycling infrastructure in all BOP main centers to speed up safe cycleways construction**
- Investment in new initiatives and technologies
  - **Seeks increased investment into demand management initiatives, rideshare platforms, business commuting schemes and so forth.**
  - **Seeks investment in MaaS, to enable new opportunities to go ahead within a regional framework that prioritises good environmental and community outcomes.**
- Safety improvements
  - **Requests higher priority for the proposed safety improvements on State Highway 2 and other roads and cycling routes with a poor safety record. For SH2 between Te Puna and Omokoroa, this means focusing on intersection design and implementing solutions in the near future, but does not imply a need for 4-laning of that stretch of highway.**
- Support rail services, especially where it takes vehicles off roads
  - **Supports the proposed passenger rail services between Auckland-Hamilton to Tauranga and Rotorua, with the view that these begin as soon as possible.**
  - **Requests investigation the business case for rapid passenger rail from Whakatane to Tauranga, partly to ease growth pressures in the Western BOP.**
  - **Supports electrification of the Kawerau-Port railway line.**
  - **Work closely with government, Kiwirail, Port of Tauranga, FLAG, the forestry and horticultural sectors, and other parties to produce a regional plan to increase percentages of freight transported through the region and inter-regionally by rail and coastal shipping.**

- **Coastal shipping is another important part of the transport system that should be strongly supported, with freight targets as above.**
- Support more electric vehicles
  - **Requests provision of public electric vehicle charging stations in areas where the market does not deliver (rural areas).**
  - **Requests more electric buses for the new Tauranga bus network and elsewhere in the Bay of Plenty as soon as possible.**
- Funding options for transport projects
  - **Requests urgent investigation of funding options, including road/congestion pricing and a (sub)regional fuel tax. Include an analysis of road tolls to ensure they are not a barrier to freight using optimal highway routes.**
- Improvement of key intersections
  - **Change some key intersections on the Tauranga state highway ring road system and then implement bus and T3 lanes as needed along that route.**
  - **Improve Totara St so it functions appropriately as a key freight route, an important commuter route, and a major cycleway arterial route for commuters and tourists.**
- Support some specific aspects of the RLTP
  - **Supports prioritisation of safety which aligns with the GPS**
  - **Supports measures in the plan to improve public transport services in the region.**
  - **Supports proposed investments in safe cycleways in this plan by Tauranga City Council and other councils.**
  - **Agrees with the commentary in the plan and suggest the prioritisation of projects should better align with that commentary and SBN's suggested direction.**

# Te Tumu Landowners Group

## SUBMISSION SUMMARY

The Te Tumu Landowners Group (TTLG) made a submission in which they stated support for the RLTP subject to three key factors. Their submission and requests are centred on the SmartGrowth and Tauranga City Council decisions in August 2016 that Te Tumu would proceed to Structure Planning and a Resource Management Act Schedule 1 Plan Change process.

## SPECIFIC POINTS RAISED

- Eastern Corridor Growth Projects – Papamoa East Interchange. This will be required to support the urbanization of Te Tumu and provide for that proposed Papamoa East Town Centre.
  - **Requests that this project be retained as a Regional Priority number 2 Project.**
  - **Requests clearer indication of both the Tauranga Eastern Link and PEI on maps on page 66 and 68.**
- Kaituna Line will provide connectivity between Te Tumu and the Rangiuuru Business Park.
  - **Requests this project is retained in the RLTP and included in the Eastern Corridor Growths Projects description with regard to carrying out an investigation, planning to enable it to be designated by 2024 and constructed by 2028.**
  - **6.3 Tauranga Urban Network and 6.4 Tauranga - Rotorua: Under ‘New Infrastructure’ bring forward the Kaituna Link (KL) project to the ‘Years 7-10, 2024-28’ column. TTLG seek the KL planning and designation be carried out between 2018-24 and the construction be carried out between 2024-28.**
  - **Clearly show both the Tauranga Eastern Link and PEI on the map on page 66 and 68.**
- Priority of new Tauranga Bus Services.
  - **Recommends the Public Transport Priority for Key Routes (Priority 7) and New Tauranga Bus Services (Priority 9) be given equal priority (Priority 7) and include medium to long-term Multi-Modal Planning for the Western Bay of Plenty Sub-Region.**
  - **Requests Long Term Public Transport/Multi-Modal Transportation planning is recognised in the RLTP within Chapters 2-5 and that adequate funding is provided.**



# Toi Te Ora Public Health

## SUBMISSION SUMMARY

Toi Te Ora Public Health group supported the RLTP and its aims and objectives. Their submission had a strong focus on supporting active transport, due to its benefits for physical activity and therefore health. Toi Te Ora also supported the acknowledgement of vulnerable groups in society when considering transport, particularly children, people with disabilities, older people, low income earners and people without a drivers license.

## SPECIFIC POINTS RAISED

- Reflect healthy transport principle 1: Vision of Social Equity
  - **The DHBs recommend an extension of the vision to “The best transport systems for a growing economy and a safe, healthy and vibrant lifestyle for all”.**
- A larger modal shift is required for health, sustainability and equity gains than what is reflected in the Key Performance Indicators, particularly the one percent increase in proportion of trips taken by sustainable modes categorised as ‘target met’
  - **The DHBs recommend more aspirational targets.**
- Report cards have shown limited progress in modal shift toward sustainable transport.
  - **Recommends that annual monitoring reports provide explanatory comment when targets are not achieved and identify corrective actions that could be taken.**
- Low levels of child independent mobility, indicated by low levels of active transport to school, is an issue that is missing analysis in the RLTP.
  - **Recommends that children and young people be identified as a special population group in the RLTP, worthy of distinct analysis and consideration, and that this view is embedded throughout the plan.**
- Focus on transport disadvantaged groups such as people with disabilities, older people, low income people and people without a driver’s licence.
  - **DHBs recommend that transport disadvantaged people be identified as a population group in the RLTP, worthy of distinct analysis and consideration. The DHBs recommend that this position is embedded throughout the Plan.**
- Improve active travel to school mode share and improve perceptions of safety and security while walking, cycling and using public transport.
  - **Adopt a demand indicator (or similar) stating the number/proportion of urban trips made of walkable and bikeable distance (to understand active transport potential) and percentage of households with access to a motor vehicle.**
- Supports the new KPI to reduce transport emissions in the region in line with the New Zealand’s international climate change commitments.
  - **Recommends that the RLTP sets a clear numeric target rather than the current ‘below 2015/16 levels’**
- Supports all projects that will contribute to an increase in walking, cycling and public transport
  - **Recommends projects that promote active and public transport are given highest priority in the regional programme**
  - **Strongly recommends greater investment in public transport throughout the region, especially in the western Bay of Plenty.**

# New Zealand Transport Agency

## SUBMISSION SUMMARY

The New Zealand Transport Agency (NZTA) submitted in support of the RLTP, acknowledging the leadership and focus of BOPRC in the development of their RLTP. NZTA stated this focus has enabled the RLTP to clearly identify in a collaborative way the Region's land transport problem, benefits, objectives and their priorities.

## SPECIFIC POINTS RAISED

- Alignment with the draft Government Policy Statement on Land Transport (GPS)
  - **NZTA seeks the opportunity to work closely with BOPRC and the RLTP to understand any implications on the RLTP and respond appropriately.**
  - **NZTA will provide guidance on how to align the RLTP with the Government's new priorities under the new GPS. This will also include an updated Investment Assessment Framework (IAF), State Highway Investment Proposal (SHIP), and more details on the Provincial Growth Fund (PCF).**

# Chris Reynolds

## SUBMISSION SUMMARY

Chris Reynolds made a submission stating the RLTP misjudged the priority of the SH2 upgrade north of Tauranga because road users are underestimated.

## SPECIFIC POINTS RAISED

- Mr Reynolds states public data available through NZTA suggests that traffic volumes are high and growing on SH2 north of Tauranga.
  - **An upgrade for SH2 north of Tauranga should have higher priority.**

# Disabilities Resource Centre

## SUBMISSION SUMMARY

The Disabilities Resource Centre (DRC) made a submission highlighting the aspects of the RLTP that they feel do not support the ageing population and people with disabilities.

DRC suggested that while the RLTP acknowledges the Bay of Plenty's ageing population as a strategic driver, with an increased demand for accessible travel options and pedestrian networks suitable for mobility scooters, not enough funding or planning is put into the issue.

## SPECIFIC POINTS RAISED

- DSC suggested a number of transport initiatives they would like to see more consideration of in the RLTP, specifically for elderly and people with disabilities.
  - **Passenger Rail Services:** DRC support the idea of passenger rail in Tauranga being mentioned in the executive summary. Unfortunately, no provision or plan seems to have been made for any service in the medium term.
  - **Bus Services:** DRC acknowledges that all Bayhopper Tauranga and Cityride Rotorua urban buses are wheelchair accessible, and that GO Bus provides extra services in Tauranga for disabled patrons. We are also pleased that the Western Bay of Plenty Blueprint has advised upgrading the safety and pedestrian access of high use bus stops. However, there can be great difficulty for disabled users particularly in the Eastern Bay of Plenty, due to the small number of scheduled buses, and the fact that there is only one wheelchair accessible seat on each bus. More accessible options would be of great benefit to these users and their independence.
  - **SmartRide Cards:** The DRC would encourage the Regional Council to allow users could top up or purchase a card from sites in Whakatane, Kawerau and Opotiki or via online/internet banking.
  - **Total Mobility Scheme:** The DRC would like to acknowledge the Regional Council's ongoing commitment to the Total Mobility Scheme and look forward to continuing to facilitate the scheme in our community.
  - **Autonomous Vehicles:** The DRC would like to encourage Bay of Plenty Regional Council to include the possibility of building a fleet of autonomous vehicles for disabled transport in their long-term planning.

# Bay of Plenty Regional Council

## SUBMISSION SUMMARY

Bay of Plenty Regional Council made a submission on the RLTP to ensure that changes to the national transport policy framework and to local authority transport programmes are reflected in the final RLTP.

## SPECIFIC POINTS RAISED

- A draft GPS was not issued at the time the draft RLTP was released for public consultation. The Land Transport Management Act (LTMA) requires the RLTP to be consistent with the GPS. Once released, the draft GPS is likely to have an impact on criteria in the NZ Transport Agency's (NZTA) Investment Assessment Framework (IAF) and activities in the NZTA's State Highway Investment Proposal (SHIP).
  - **Recommends amendment to the Plan as required to ensure that it is consistent with the GPS and to incorporate consequential changes made to the IAF and SHIP.**
- Local authority land transport programmes in the draft RLTP are subject to council long term plan processes and will not be finalised prior to the date the final RLTP is submitted.
  - **Recommends the RLTP be updated to reflect the latest versions of draft local authority transport programmes on the date that the final RLTP is prepared for Regional Transport Committee endorsement.**

# Tauranga Chamber of Commerce

## SUBMISSION SUMMARY

Tauranga Chamber of Commerce submission supports and reproduces the submission made by the Sustainable Business Network.

## SUBMISSION SUMMARY

Te Puna Heartland submits on behalf of the community of the Te Puna Minden areas, who they have consulted with regarding transport issues. Their main concern is the inadequacy of the transport system, based on the SH2 artery. Te Puna Heartland seeks more integrated land use and transport planning and delivery and support, they focus on community concerns about access and connectedness.

## SPECIFIC POINTS RAISED

- Matters presented in the foreword by the RLTP chair.
  - **Generally supports these key matters.**
- The community seeks several decisions concerned with connectedness, access and safety.
  - **Seeks investigation of public transport services that better meet the needs of local students, commuting workers, hospital visits and older people.**
  - **Requests provision of safely accessed park and ride facilities near the main SH2 intersections.**
  - **Urgently seeks strong advocacy for SH2 safety improvements north to Waihi.**
  - **Urgently requests extension of the four-lane expressway from the already agreed Northern Link to Loop Road north to include the Omokoroa intersection.**
  - **Seeks funding allocated to provide safe roading connections to encourage community safety, more cycling, and connectivity to amenities and work places; and grade separated Intersections.**
  - **Requests urgent inclusion of a design for a new transport link from the Oliver and Crawford Road lifestyle subdivisions over NZTA land now being held for the Northern Link, north east to connect with the existing SH2 route which will always be a key local route to the City.**
- Priorities: the Plan does not reflect the urgency for the need for improvements to the following sections of SH2.
  - **Requests greater priority for W2T Waihi to Omokoroa (Safer Corridor).**
  - **Requests greater priority for W2T Omokoroa to Te Puna (Transformed).**
  - **Requests evaluation of human and economic cost of the current high number of SH2 road crashes.**

## Priority One

### SUBMISSION SUMMARY

Priority One submitted in strong support of the Plan. One of their key points is on the issue of urgency, and the prioritisation of key matters of import to efficient transport movements about the region. Priority One stress that matters of regional growth be addressed and planned for accordingly, and argue that swift action is necessary to forestall projected problematic traffic congestion.

### SPECIFIC POINTS RAISED

- The success of the Plan will be determined by how quickly it is implemented.
  - **Seeks consideration of the organisational capability and capacity to deliver on this plan.**
  - **Seeks consideration given to strengthening the relationship with central government and its agencies to prioritise the Bay of Plenty's issues.**
- The significance of Hewletts Road/Totara Street in serving the Port of Tauranga, particularly given the projected population and tourism growth and corresponding increases in traffic this will result in.
  - **Requests a high priority given to two key feeder roads to the port via Hewletts Road and Totara Street, which are not included in the 15 priorities for the region.**
  - **Seeks consideration of the impact that population growth will have on the uses of these roads.**
- Welcome Bay/Turret Road is a key corridor which could experience significant growth in traffic movements.
  - **Seeks urgent consideration of innovative ways of managing peak time flows to ensure the smooth movement of traffic through this key corridor.**
- The Plan contains no consideration of the sometimes opposing forces at play in city transport delivery and also does not consider the value of organisational changes in the way we deliver transport.
  - **Recommends strong consideration of these issues.**
- Priority ranking of projects does not adequately take into account the largest impact.
  - **Requests greater priority for State Highway 2, Turret Road, Hewletts Road and Totara Street improvements.**
- Better multi-modal outcomes.
  - **Supports in general the Plans initiatives and priorities for multi-modal outcomes.**
  - **Strongly supports additional cycling, walking and public transport initiatives for their delivery of better environmental, social, financial and economic outcomes for the sub-region.**
  - **Urge strong fast action to address high levels of single occupant car use.**
  - **Heartily support a vision of Tauranga as New Zealand's leader in cycling.**
- Commuter Rail has obvious and strong outcomes for freight transportation in the Bay of Plenty.
  - **Supports strategic response suggested to improve reliability, resiliency and connection with the rest of New Zealand.**
  - **Recommends proposed Bay of Plenty Rail Strategy is elevated in importance and addressed with urgency.**



# New Zealand Automobile Association

## SUBMISSION SUMMARY

New Zealand Automobile Association (NZAA) submitted in general support of the Draft RLTP, particularly the following general aspects, the Port of Tauranga, population growth, mode-sharing strategies, and road safety. Their main concern is with the prioritisation ranking of SH2 sections.

## SPECIFIC POINTS RAISED

- The significance of rapid population growth.
  - **Supports emphasis on this in Plan.**
- The importance of the Port of Tauranga to the region.
  - **Supports emphasis on this in Plan.**
- Opportunities to implement mode sharing strategies that encourage public transport, walking and cycling.
  - **Supports emphasis of this in the Plan.**
- The commitment to road safety across the road network
  - **Supports emphasis of this aspect of the Plan.**
- The Plan does not reflect the urgency for need to improvements to the following sections of SH2.
  - **Requests greater priority for Tauranga and Katikati section.**
  - **Urge BOPRC to reconsider the projects across the network between Waihi and Tauranga (particularly Katikati to Tauranga route) to cope with increased vehicle volumes and improve safety outcomes for all users of the road.**

# National Road Carriers Inc.

## SUBMISSION SUMMARY

Overall, NRC strongly supports the vision, objectives and policies that the Bay of Plenty Regional Council has set out in the draft RLTP. The National Road Carriers Inc. submitted concerns raised by members with reference mainly to matters regarding the role of freight in the region, strategic corridors, and their specific transport priorities.

They encourage council to work closely with the freight industry as the proposed unified 'upper North Island' view is developed. They support the approach taken to prepare the draft, and the proposed investment priorities and focus. National Road Carriers Inc. have specific suggestions to strengthen the Plan, and rationale is provided for each (note: rationale not listed at length here, refer to submission).

## SPECIFIC POINTS RAISED

- The Draft Plan preparation.
  - **Strongly supports the approach taken to prepare the draft, and in particular the use of the investment logic map technique to identify problems, benefits and objectives.**
- Freight plays a critical role to the BOP's improved economic performance
  - **Generally supports the proposed transport investment priorities and focus.**
- Integrating the network: Currently the bulk of Bay of Plenty rail freight is tied to Tauranga Port (dairy product/ logs) and/or to the increasing number of rail freight trips daily between Auckland's Southdown Rail Freight Terminal and the Port.
  - **Suggests that road freight implications be integrated into any rail network expansion.**
  - **Identify "network integration" as a key outcome.**
  - **Recommends keeping cycleways separate from road freight routes as much as possible.**
- There is a significant freight and commercial trades transport component facilitating growing urban development, first through the building and construction sector activity during a subdivisions development, and once residents have moved in through the ongoing delivery of freight, general goods and trade services activity, and also the increased business activity that occurs as part of the region's rapid urban growth
  - **Recommends inclusion of a commercial trades and freight distribution perspective into the 'land use and transport integration' objective.**
- Projected to growth of the region is forecast at double the rate compared to the rest of the country, this could have implications for freight volumes, safety, and inter-regional movements.
  - **Recommends giving greater recognition to the upper North Island "golden economic triangle" dimension in Bay of Plenty's transport planning.**
- The route up and over the Kaimi Range (SH29) and then further on to link with SH1 at Pairere (Waikato Region) is a top priority.
  - **Supports emphasis of this in the Plan.**
- The proposed northern gateway project
  - **Expressed disappointment that the project is to just north of Te Puna only, and that improvements to it are not more extensive.**
- Priorities
  - **Supports the priority of the SH29 Tauriko West connection at (ranked at No.1)**

- **Recommend speed and urgency be applied to completion of the Northern Gateway SH2 Tauranga to TePuna.**
  - **Requests greater priority be given to capacity improvements to Hewletts Road (SH2) connection between Maunganui Rd and Sulphur Point.**
- The Plan does not reflect the urgency for several priorities rankings.
- **Requests greater priority for No.3 W2T Katikati Urban (previously Katikati Bypass) The realignment of SH2 to create an alternative route (bypass) around Katikati (15 on the draft RLTP list).**
  - **Requests greater priority ranking for No.4 SH2 Opotiki to Gisborne.**
  - **Requests greater priority ranking for No.5 W2T Omokoroa to Te Puna; Capacity and safety improvements on the SH2 corridor between Waihi and Tauranga (11).**
  - **Requests greater priority ranking for No.6 SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport), Capacity improvements on section of Te Ngae Road between Iles Road and Rotorua Airport (12).**
- Safety standards are paramount.
- **Supports the focus on safety improvement**
  - **Suggests safety improvements should be a ‘built in’ to every project.**

## SUBMISSION SUMMARY

Whakamarama Community Inc. submitted on behalf of the interests of their rural community situated south of SH2 and bordered by the Waipuna and Te Puna Streams. Their main concerns are traffic flows and the delay to SH2 improvements. The submission outlined frustrations with current roading conditions and responses.

## SPECIFIC POINTS RAISED

- 2.1.1 Inter-regional journeys
  - **Opposed to sentiment and the misleading nature of the following comment:  
SH1/29 is expected to provide a more efficient link for road based freight moving between Tauranga and Auckland once the Waikato Expressway project is completed.**
- 6.2 Main settlements are identified under “Urban Growth”, while these are pockets of concentrated population, there is a significant semi-rural population distributed right along this corridor, especially along the many side roads.
  - **Seeks greater emphasis for the areas of TePuna, Minden, Plummers Point, Whakamarama, Pahoia, Apata, and Aongatete, which have resident populations in excess of the settlements noted in the Plan.**
- 7.4 Priority of W2T Omokoroa to Te Puna, ranked No.11 is a stretch with identified safety risks, and the subject of inappropriate past planning.
  - **Strongly objects to the lack of priority assigned to this stretch.**
  - **Requests that this activity is increased in priority to No.1.**
- 7.4 High traffic flows and uncertainty of travel times Omokoroa to Te Puna.
  - **Suggests that 4-laning an appropriate response.**
- The Plan suggests that the Kaimai route is an alternative route for some journeys on SH2, local observations would suggest otherwise.
  - **Requests evidence to support the Chapter 2 expectation that Kaimai route is a viable alternative route.**
- Dangerous intersections: Both Barrett Road and Youngson Road have significant flaws in their configuration. Population pressure will impact on intersection safety generally, and traffic flow needs to be sustained in the event of road closures, or emergency
  - **Suggests a major rework of the intersection.**
  - **Supports W2T development for its provision of resilience to cope with the contingencies of crashes, earthquakes, tsunami and rising sea levels/flooding events.**
- 7.8 Maori roadways: Goodall Road has been a continuing cause for protest over the poor standard of development and maintenance, due to its location on Maori owned land.
  - **Requests that the activity of improving and sealing of Goodall Road, Whakamarama be included in the RLTP.**

## SUBMISSION SUMMARY

Greater Tauranga submitted the results of a self-conducted survey, in addition they submitted the content of their survey's free text comments, statement by statement. These statements were included in Global Research analysis of comments from the RLTP online and paper submission forms. The following summary outlines the general position of Greater Tauranga. The statements are provided here as decisions sought (in bold), are statements taken directly from the Greater Tauranga survey.

## SPECIFIC POINTS RAISED

- Greater Tauranga reported that over 800 people read and agreed with each of the following statements:
  - **Get our transport agencies singing from the same song sheet and show us the vision.**
  - **Give us a modern, quick and easy-to-use bus service.**
  - **We support the intercity train between Auckland/Hamilton/Tauranga.**
  - **Build our cycle network in ten years (not 30 years).**
  - **We support a free school bus trial for the Bay of Plenty region.**
- Greater Tauranga reported that just under 800 people read and agreed with the following statement:
  - **Fund the redesign of Cameron Road so it operates as an exemplar, multi-modal urban corridor.**

# Te Puna Heartland Incorporated

## SUBMISSION SUMMARY

Te Puna Heartland Inc. made a submission stating their feedback and concerns. They stated their community is within a high growth area suffering from economic and social problems due to the inadequacy of the transport system. Te Puna Heartland Inc. expressed their dissatisfaction with the lack of attention being given to western BOP issues caused by the expansion of residential areas, increased port and industry related traffic movements.

## SPECIFIC POINTS RAISED

- SH2 will always be a heavy traffic route in size of freight vehicles and number of movements. SH2 also currently has high rates of road crashes
  - **Re-evaluate the priority of number 6 and 11.**
- **NOTE: Action 4.2.1, 4.2.2. And 4.2.5. Don't appear to line up with the RLTP draft but Te Puna have directly referenced them??**

# Whakatane District Council

## SUBMISSION SUMMARY

Whakatane District Council (WDC) covered a number of specific points in their submission. They commented on a number of specific issues and aspect of the RLTP that they would like to see adapted.

## SPECIFIC POINTS RAISED

- WDC supports the acknowledgement of Whakatane Airport in relation to facilitating and enhancing economic development.
  - **Given the regional aspiration of a significantly larger and widespread tourism industry, it is important that the significant role Whakatāne Airport plays in servicing the Eastern Bay of Plenty be acknowledged**
- WDC supports the recognition of the Whakatane Urban Cycleway as of strategic importance to the Region. Whakatāne is investing in Walking and Cycling initiatives over the next three years.
  - **The Draft RLTP discusses the investment proposed in Tauranga and Rotorua. However, continued focus in the Whakatane Urban Cycleway is not apparent.**
  - **Cycling to enhance connectivity is an area of increasing interest to the District and WDC may later seek greater funding than is detailed in the Draft RLTP.**
- WDC acknowledge and appreciate the reference to the eastern Bay of Plenty’s spatial plan, ‘Eastern Bay, Beyond Today’.
  - **Support 2.4 Strategic Planning**
- Whakatane is experiencing a period of reasonably strong urban growth, with two new subdivisions being developed currently.
  - **Consider Whakatane as a growth node and the potential for future roading upgrades, including a second bridge to the western side of the Whakatane River.**
- WDC acknowledge the inclusion of the Mōtū Cycle Trail enhancement and extension and the Te Urewera Rainforest Route.
  - **Requests a more correct description of the former to describe it as the eastern Bay of Plenty Cycle Trail which is a joint partnership between Ōpōtiki and Whakatāne District Councils’s, providing a cycle trail link between the Whakatāne Airport and the Mōtū Trails in Ōpōtiki.**
- The Whakatāne District has been acknowledged for future regional development playing an important role as an integral thoroughfare for interregional movement for a number of corridors and networks.
  - **Given its future significance, WDC supports an increased focus on these key freight routes through the District to the Port of Tauranga.**
- WDC acknowledges the Region’s top priorities
  - **WDC would like to see the Draft RLTP providing greater visibility of transport issues and opportunities beyond these centres, and particularly the eastern Bay of Plenty to ensure the document provides a balanced perspective.**
- Environmental sustainability
  - **WDC supports any initiatives to reduce impacts of climate change insofar as it aligns with the direction of their Climate Change Action Plan.**
  - **WDC would like to see increased acknowledgement of the role alternative transport methods play and will increasingly play in the region.**

- Public transport
  - **WDC seeks a greater focus on the provision of public transport services suitable for those living with a disability.**
- 5.0 Policies, and 6.0 Corridors and Networks
  - **WDC supports both of these. WDC specifically acknowledged the approach of identifying issues and opportunities by transport corridors across the region.**
- 6.7 Rotorua – Taupo Corridor
  - **WDC would like interregional factors to be considered. There are shortcut transport links between Taupō and Whakatāne that motorist and freight operators use to bypass the lower speed environments of the Rotorua urban area and around the Rotorua lakes. This places increasing safety and road maintenance demands on local roads.**
- 6.8 Paengaroa – Whakatane Corridor
  - **WDC seeks an increased focus on demand management, innovation and funding for alternative modes of transport.**
  - **WDC is supportive of the prioritisation of the Whakatāne Urban Arterial Access activity.**
  - **WDC seeks that the Draft RLTP acknowledge the urban growth expectations, particularly given the development of the Opihi and Shaw Road subdivisions**
- 6.11 Kawerau – Murupara Corridor
  - **WDC supports the prioritisation of the Te Urewera route improvements**
- 7.2.1 Determining significant activities for prioritisation
  - **WDC supports the ‘essential’ classification of road safety promotion and the view that these should be funded before resources are allocated to significant new improvement activities**
- Prioritised activities
  - **WDC supports the prioritisation of Wainui Road to Opotoki (SH2). However, a higher prioritisation is sought. Wainui Road to Ōpōtiki (SH2) is a key strategic linkage for the Eastern Bay of Plenty.**
  - **WDC further supports a continued focus on the Waimana Gorge section of SH2**



# Brian Baker

## SUBMISSION SUMMARY

Brian Baker made a submission on one key issues; the Katikati bypass.

## SPECIFIC POINTS RAISED

- The Katikati bypass
  - **Mr Baker argued for the Katikati Bypass to be elevated from priority 15 to a priority in the Top 5 because it will improve the quality of life for residents, by reducing exhaust emissions and limiting noise from local traffic. The bypass would make through town driving a lot safer.**
  - **The bypass would let through traffic flow without interference from local traffic, and reduce congestion in the town.**

## SUBMISSION SUMMARY

The KiwiRail submission noted a number of specific parts of the RLTP that they supported and/or wanted to see amended to acknowledge or include the provision of rail network services.

KiwiRail acknowledge the extensive inclusion of rail within the RLTP and support the direction proposed overall within the Plan. KiwiRail is committed to the ECMT and to undertaking the necessary improvements to the network over the life of the RLTP that are required to increase freight capacity and provide greater robustness.

## SPECIFIC POINTS RAISED

- KiwiRail note the discussion around the Government Policy Statement on Land Transport and the anticipated GPS1 release date of June 2018.
  - **KiwiRail would support that the general direction in the RLTP recognises that rail can contribute to growth and the economic development of the region and the country, and is key to supporting regional and national connectivity.**
- KiwiRail stated explicit support for a number of objectives, including 3.3.1 Access and resilience, 3.3.2 Environmental sustainability, 3.3.6 Safety, 3.3.7 Economic efficiency.
  - **Decision sought: retain as proposed**
- KiwiRail support 3.3.8 Affordability but seek to change the word ‘decline’ to reflect that a change in the TQI is not always an adverse movement.
  - **Decision sought: amend to “no adverse movement in the rail network Track Quality Index on the Nationally Strategic Routes from 2016 levels.**
- Support for 4.1.1 Integrated planning was explicitly stated, specifically regarding the integration of road and rail. KiwiRail also acknowledges 4.1.4 and the discussion of investment opportunities for the rail network that have the ability to support an optimised transport system.
  - **Decision sought: retain as proposed**
- KiwiRail supports a number of policies from chapter 5 as they relate to KiwiRail activities and operations, including policy numbers 1, 2, 7, 8, 10, 12, 21, 26, 27, 28 and 33.
  - **Decision sought: retain as proposed**
- KiwiRail supports the specific reference to the SH1/29 – EMCT study that both road and rail benefit from freight growth.
  - **6.1 Piarere – Tauranga, 6.2 Waihi – Tauranga, 6.3 Tauranga Urban Network, 6.4 Tauranga to Rotorua, 6.9 Rotorua – Whakatane: retain as proposed.**
- KiwiRail support the specific reference of the mothballed rail networks within the region
  - **6.6 Tirau – Rotorua, 6.8 Paeangaroa – Whakatane: retain as proposed**
- 6.11 Kawerau – Murupara: KiwiRail request that the reference to ECMT be altered to the Murupara Line in relation to the rail network between Kawerau and Murupara.
  - **Decision sought: Amend to reflect the Murupara Line as being distinct from the ECMT.**
- KiwiRail stated explicit support for two sections of Chapter 7: Regional Programme due to the inclusion of anticipated expenditure on the rail network within and outside the region.
  - **7.5 Significant expenditure on activities not funded from the NLTF and 7.6 Activities of inter-regional significance: retain as proposed.**

# Western Bay of Plenty District Council

## SUBMISSION SUMMARY

The Western Bay of Plenty Council has major concern at lower than expected priority given to the SH2 Waihi-Tauranga corridor work, given the high crash rate leading to preventable deaths and serious injuries. They consider it unacceptable for their community.

They consider that intersection improvement at Omokoroa and works between Omokoroa and Te Puna are the primary priority for the region.

They would like a transportation network with improved road safety, improved journey reliability and that facilitates growth, and with this in mind wish for safety to be more highly rated in the Investment Logic Mapping. They also request that traffic volumes and the project maturity and level of benefit be more explicitly considered.

They request investment in State Highway 2 between Tauranga and Waihi be prioritised given that this is New Zealand's most dangerous road. They believe that Omokoroa growth needs to be accommodated and the Katikati community's quality of life is being severely impacted. They support investment in SH29 and SH36 to address the safety concerns of users and the community.

They wish to see more investment in cycling and walking infrastructure across the region. They support increased use of rail freight. They support public transport initiatives and the benefits these will bring to reducing network pressures.

Detailed overview and discussion was provided (8 pages). Topics covered were: background, population and district characteristics; process comments; SH2 Waihi to Tauranga, safety, traffic growth, resilience, environment and public health; Piarere – Tauranga; Tauranga – Rotorua; walking and cycling; rail, public transport; requested prioritisation.

An attachment (Attachment A) provided a summary of changes requested (outlined below).

An attachment (Attachment B) contained details from NZTA of SH2 crash data between 2000 and 2018.

An attachment (Attachment C) detailed the Katikati bypass timeline.

An attachment (Attachment D) contained a letter from Hon Julie Ann Genter Associate Minister of Transport discussing State Highway 2 between Waihi and Tauranga.

## SPECIFIC POINTS RAISED

- Vision
  - **Retain**
- Problem benefits and objective and ILM
  - **Support in part: increase priority of safety to 40%. Increase alignment with NZTA growth and SmartGrowth. Further consideration of traffic volumes and project timing.**
- Cycling
  - **Comment: The NZTA and Central Government be approach to increase finding (sic) for walking and cycling.**
- Piarere – Tauranga corridor description
  - **Support: retain**
- Waihi – Tauranga Corridor description

- **Support: retain**
- Waihi – Tauranga Corridor strategic response
  - **Support in part: W2T project physical works to be undertaken earlier than the 2024 – 2028 period indicated.**
- Tauranga – Rotorua corridor description:
  - **Support: Retain**
- Rotorua – Whakatane Corridor description: Regional development:
  - **Support: Retain the reference to the Kawarau Container Terminal.**
- Committed priorities
  - **Support: Retain and reinforce that these be delivered as soon as possible.**
- Priorities activities:
  - **Support in part: Request the prioritisation on individual projects as below:**

Activity	Draft Priority	RLTP	Requested Priority
SH2 Omokoroa Intersection improvements	11		1
W2T Omokoroa to Te Puna (transformed)	11		2
Eastern Corridor Growth projects	2		3
W2T Waihi to Omokoroa (Safer Corridor)	6		4
SH29 Kaimai Summit to Tauriko	5		5
TNP SH29 Tauriko West Network Connections	1		6
W2T Katikati Urban (previously Katikati Bypass)	15		7
Eastern Corridor Growth projects	2		8
Cycle Action Plan Implementation	4		9
Public Transport Priority for key routes	7		10
New Tauranga bus services	9		11
Totara Street Improvements	8		12
SH2: Wainui Rd to Ōpōtiki, NSRRP	10		13
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)	12		14
SH2 Ōpōtiki to Gisborne (Resilience and Safety)	13		15

- Prioritised activities – 11 – W2T Omokoroa to Te Puna (transformed)
  - **Support in part: The activity be split and a new activity ‘SH2 Omokoroa Intersection improvements be included.**
- Prioritised activities — SH36 Hamurana to Pyes Pa (Safer Transformation)
  - **Support in part: Inclusion of passing opportunities at differential speed locations, as part of this project.**
- Activities of Inter— regional significance
  - **Support: Retain inclusion of SH29 Piarere to Tauriko, SH2 Waihi to Tauranga Corridor Programme and Waihi to Waihi Beach Cycle Trail as projects of interregional significance.**
- Funding
  - **Neutral: Request discussions held with Central Government to seek additional funding for walking and cycling infrastructure.**

- Financial forecasts
  - **Support: Support the future investment in the region to meet the demands of the network for economic efficiency and user safety.**
- State Highway improvements — W2T Waihi to Omokoroa (Safer Corridor)
  - **Support: Retain**
- State Highway improvements — W2T Omokoroa to Te Puna (transformed)
  - **Support in part: That new activity ‘SH2 Omokoroa intersection improvements and ‘W2 Omokoroa to Te Puna (transformed)’ be reprioritised to 1 and 2 on the prioritisation list. That funding be increased in the 6-year programme to progress this more quickly.**
- State Highway improvements - W2T Katikati Urban (previously Katikati Bypass)
  - **Support in part: That the activity be reprioritised to 7 on the prioritisation list. The funding be increased in the 6-year programme to progress this more quickly.**
- Local authority transport programmes
  - **Comment – local authority transport programmes in the draft RLTP are subject to council Long Term Plan processes and will not be finalised before the date the final RLTP is submitted. That the RLTP is updated to reflect the latest version of the draft WBOPDC transport programme on the date that final RLTP is produced for Regional Transport Committee approval.**

## SUBMISSION SUMMARY

***Titled: The best transport systems for healthy vibrant communities and growing a silver economy***

The submission focus on the transport challenges of our ageing communities.

“It seeks to make the most of current transport planning opportunities that contribute to optimize public transport use, minimize congestion, reduce emissions, and increase efficiency. Further, contribute to building social, human, natural and financial capital that will enable safe, sustainable communities. “Our future strategy focus is on partnerships for the co-design and delivery of even wider social economic and environmental community outcomes; systems rather than networks; and people rather than vehicles.” Fergus Gammie CEO NZTA 2018. The submission highlights the need for an urgent focus on engaging communities in developing an age-friendly public transport service and system improvement in order to increase use by mature and older people. Congruent with international evidence, it seeks a proactive response to investment in advancing mobility options through emerging technologies and transport modalities that enable elder independence, avoids costly dependency, and enhances silver economic development.”

The submission seeks future-focused policy alignment with major global megatrends.

- Longevity and population-ageing
- Climate change
- The Fourth industrial revolution

Further the submission seeks a shift to a more people focused USER approach-

- Equity and diversity
- Impact of longevity and population-ageing
- Changing business environments
- Integration of technologies
- Growing a silver economy

## SPECIFIC POINTS RAISED

- **Public transport:** SUPA-NZ supports a change to prioritise public transport investment. Engagement and investment in age-friendly transport service redesign. Rapidly Increasing longevity indicates a need for diversity of service development. This works needs to be informed through a research project that focusses on engaging older people in transportation planning.
  - **Recommendation 1: That urgency be given to a Longevity and Transportation Research Project Contract, with a sum allocated in the 2018 budget period.**
  - **Recommendation 2: That the BOPRC Regional Transport Committee structure a working group to over view technological advancements in transport modalities with a view to climate improvement and community-based customer services. That the working group include community representation.**
- **Walking cycling and scootering:** The statement needs to acknowledge the growing need for quality walking environments for mature people in lifetime neighborhoods to support ageing-in-place. Mobility Motor Scooters Omission - there has been an oversight in regard to acknowledging the value of various forms of mobility. The topic needs to be addressed as an important aspect of increased longevity and treated with the same inclusion as walking and cycling.
  - **Recommendation 3: That the Cameron Road planning assess and include capacity for safe mobility scooter journeys. That learning from this project be applied to other high use zones e.g. Bayfair, Bethlehem.**

- **Recommendation 4: That a Mobility Scooter Plan be developed with Scooter Groups- an action plan status similar to the Cycle Plan.**

## Contact

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