

Bay of Plenty Regional Land Transport Plan 2018: All Submitters' details

Submission ID	<input type="text" value="TPOL01"/>	Wish to speak No
First name	<input type="text" value="Mathew"/>	
Last name	<input type="text" value="Stewart"/>	
Individual or organisation	<input type="text" value="Individual"/>	
Organisation name	<input type="text"/>	
Address 1	<input type="text" value="9 Sandhurst Drive"/>	
Address 2	<input type="text"/>	
City/Town	<input type="text" value="Papamoa"/>	
ZIP/Postal Code	<input type="text" value="3118"/>	

Comments/feedback, particularly Ch 3 and Ch 7:

First of all it is a well put together document that is easy to understand, so thank you. I am generally happy with the Problems, Benefits and Objectives. But I do not support the significant improvement activities. 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. The Baylink project is a big waste of money and needs to be pulled immediately. It will not create any travel time savings for journeys to work as Maunganui Rd and Hewlett's Road are already congested. It's also creating a huge severance barrier through a local community and proposes poor walking and cycling connections, this is in direct contradiction to one of the objectives in the plan. The Tauranga Northern link is also not a good project. It will not improve safety on the existing SH2 route, in fact reducing traffic volumes on existing SH2 will increase traffic speeds which may cause more accidents, its the intersections on sharp corners that are the issue and the TNL project won't solve that. Also NZTA's own research shows a bus way is close to being viable along the existing SH2 corridor. A bus way plus safety improvements on SH2 is a much more sensible long term investment as the value of the busway will continue to grow. Also the TNL will just encourage more car commuting and land use development north of Tauranga, which will just dump more vehicles onto Tauranga's already congested road network. This project is clearly contrary to the objectives of the RLTP so needs to be canned. Please drastically increase the funding for PT services, improvements to support PT services (e.g. bus priority), rail freight, walking and cycling. Thanks!

Other comments:

Document submission

Document submisison name

Submission ID	TPOL02
First name	Trevor
Last name	Good
Individual or organisation	Individual
Organisation name	
Address 1	29 Station Road, RD 2, Poroporo
Address 2	n/a
City/Town	Whakatane
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Two Issues Corner SH 30 and Mill Road, Whakatane Intersection needs a round about or some other control, , the centre merge lane is inadequate caused possibly by the left hand lane being too cramped, the merge lane is not long enough and the speed should be down to 70kmh. This situation will only get worse with the subdivision being developed on the corner of Shaw Road and SH 30 and other developments further along SH 30 past the Tauranga turnoff. The reason I am submitting this issue is I was involved in an accident turning from Mill Road into SH 30 going into Whakatane this morning (20/02/2018). I was turning from Mill Road into SH 30 going into Whakatane. I was hit from behind by another vehicle which drifted across from the through lane into the merge lane pushing me across the centre line into the western lane (Tauranga/Rotorua) ending up down the bank in the trees, considerable damage to the car etc, lucky for me there was no west bound traffic at the time, the outcome would have been very different if there was west bound traffic. I think this needs to be addressed with some urgency. Second Issue I live on Station Road, since the reduction of heavy vehicle traffic through Ohope and Whakatane from Taneatua there has been a considerable increase in heavy traffic, mainly logging and civil construction truck and trailer units, travelling along Station Road into Whakatane and the Board Mill. I understand that this is inevitable after closing travel through Ohope for heavy traffic however we would like to have a speed and no air brakes restrictions put in place so the western end of Station Road is the same as Te Rahu Road (80kmh) where the vehicles turn into.

Other comments:

No	
Document submission	
Document submission name	

Submission ID	TPOL03
First name	Lynne
Last name	Jamieson
Individual or organisation	Individual
Organisation name	
Address 1	7 Margaret Drive
Address 2	Omokora
City/Town	WBOP
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I'm writing this submission after having read in the Katikati Advertiser this morning (Friday 23 February 2018) that the BOPRC's Transport Committee plan to delay works on SH2 for at least 10 years. At 10.50am this morning traffic heading to Tauranga was backed up as far back as Te Puna roundabout - for goodness sake if you wait a further 10 years before getting a 4 lane highway between Tauranga and Katikati how far back will the queue be then - probably as far back as Katikati as a minimum. With the building boom in Omokoroa, where it seems that every available piece of land is being subdivided for more housing and with a projected population of 12,000 we need you to take responsibility, be proactive instead of reactive and start making things happen NOW !!! The intersection with SH2 is fast becoming a death trap - sooner, rather than later, someone is going to be killed as people start taking more and more risks to exit Omokoroa - we have seen so many narrow escapes over the last few months. Do you want these deaths on your conscience? Likewise, look at the traffic jams heading through Katikati - a by-pass is required NOW - not 5 years down the track and certainly not 10 years. You need to get off your bums and out of your offices and go see the problems that people are facing on a day-to-day basis and get things moving for the safety of each and every road user.

Other comments:

Listen to the people, take on board what they are saying and be proactive, not reactive.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL04"/>
First name	<input type="text" value="Lesley"/>
Last name	<input type="text" value="Blincoe"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="96A Harbour View Road"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am totally shocked & dismayed to read in the Regional Land Transport Plan 2018 that you consider the four lane highway to Tauranga & replacement of the intersection of SH2 & Omokoroa Road to be number 11 on your priority list of projects. The Western Bay of Plenty district council has allowed HUGE development in Omokoroa, with the promise of road upgrades & obviously just see us as a "cash cow" for rates. I have been to many of the consultation process meetings & these roading upgrades are needed NOW!!! It's becoming almost impossible to turn right across the flow of traffic barrelling along SH2 at 100 km per hour & you risk life and limb to do it!!! I am absolutely against you downgrading these essential roading works as NZTA will surely take your recommendations on board when considering funding. Please reconsider!!!

Other comments:

<input type="text" value="How many more people need to die on SH2 for roading improvements to be see as urgent"/>	
Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	<input type="text" value="TPOL08"/>
First name	<input type="text" value="Mike"/>
Last name	<input type="text" value="Perroni"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="32 Leander Street, Mount Maunganui 3116"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Mount Maunganui"/>
ZIP/Postal Code	<input type="text" value="3116"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need: another bridge from Mount to Tauranga no traffic lights all along Hewletts Road Also, we need to move the airport so another bridge and roading can go where that is. Do not allow the airport to expand any more.

Other comments:

Further expansion of Papamoa and Te Puke will create havoc as it is. It needs to be a motorway directly through Tauranga, with no stops.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL09"/>
First name	<input type="text" value="Mike"/>
Last name	<input type="text" value="Van Klei"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="15 Ruamoana Place"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Hi. As a resident of Omokoroa I am concerned to see the road into town has such a low priority. With the substantial development of the peninsula our numbers are growing and this puts huge pressure on the infrastructure, namely SH2 to Bethlehem. There are no alternative routes and this is a dangerous stretch of road with many accidents and deaths. The intersection of Omokoroa and SH2 is a death trap with bad visibility and I am constantly amazed at the number of near misses. Even yesterday I was stuck in traffic after a head on between Munro and Snodgrass road. All these feeder roads have bad access and at least the road should be widened with turning lanes and a median barrier. I am sure the traffic will only get worse and more deaths occur if left for another 10 years. I also travel to Auckland regularly and can't believe the Katikati bypass is the lowest priority. This town is a major choke point and not designed for the amount of traffic on the road. Numerous large trucks pass through as it is the quickest way to and from Auckland. The township has successfully petitioned the bypass to proceed to once again be let down at the final stage. Thanks Mike van Klei

Other comments:

Hi. As a resident of Omokoroa I am concerned to see the road into town has such a low priority. With the substantial development of the peninsula our numbers are growing and this puts huge pressure on the infrastructure, namely SH2 to Bethlehem. There are no alternative routes and this is a dangerous stretch of road with many accidents and deaths. The intersection of Omokoroa and SH2 is a death trap with bad visibility and I am constantly amazed at the number of near misses. Even yesterday I was stuck in traffic after a head on between Munro and Snodgrass road. All these feeder roads have bad access and at least the road should be widened with turning lanes and a median barrier. I am sure the traffic will only get worse and more deaths occur if left for another 10 years. I also travel to Auckland regularly and can't believe the Katikati bypass is the lowest priority. This town is a major choke point and not designed for the amount of traffic on the road. Numerous large trucks pass through as it is the quickest way to and from Auckland. The township has successfully petitioned the bypass to proceed to once again be let down at the final stage. Thanks Mike van Klei

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL10"/>
First name	<input type="text" value="Deborah"/>
Last name	<input type="text" value="Warn"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="7 ryegrass dell"/>
Address 2	<input type="text" value="Welcome bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL11"/>
First name	<input type="text" value="Tristan"/>
Last name	<input type="text" value="Benge"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="54a Carlisle st"/>
Address 2	<input type="text" value="Greerton"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please put in more bus lane on Cameron Rd from brakes cnr to the bus station in the cbd and SH 2 from the 15th Ave light to Bethlehem town center. Please make this new Bay hopper network start in July or August this year.

Other comments:

Document submission

Document submission name

Submission ID	TPOL12
First name	Eve
Last name	Duggan
Individual or organisation	Individual
Organisation name	
Address 1	2 Elena Place
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

2 lanes are needed between Katikati and Tauranga and the Katikati bypass needs to be higher up on the list. Both are so dangerous now. Increasing the bus services isn't going to help if it takes so much longer to get to your destination than in a car especially from Welcome Bay. There either needs to be a bus lane or 2 lanes from the Maungatapu roundabout to Cameron Road. Papamoa East should be the bottom of the list.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL14
First name	Ana
Last name	Hancock
Individual or organisation	Individual
Organisation name	
Address 1	10 Himalayan Close
Address 2	Judea
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Chapter 3: Largely agree with the problems, benefits and objectives. 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. Chapter 7: Regarding priorities, within Tauranga, all priorities relating to walking, cycling and public transport need to be given more importance for investment and funding. Other: Regional passenger Rail as outlined by Greater Auckland and supported by The Greens, NZ First and Labour, needs to be a priority for investment and funding. Investigation of passenger rail within Tauranga, or light rail or trams needs is required for a resilient transport network and improved environmental sustainability. Electrifying the bus fleet, and providing for bikes on buses, are also important for environmental sustainability, improving the integration between different transport modes, and supporting public health. These should be considered when buying new buses or upgrading the existing fleet.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL15
First name	Karen
Last name	McCabe
Individual or organisation	Individual
Organisation name	
Address 1	Meander drive
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Could you please add into your plan an upgrade for Welcome Bay. Seriously we have have one road in and one road out and the traffic conjection has become insane! People are getting to work late, our children are getting to school late. Stop approving more land building consents in our area until such a stage you have sorted out our infrastructure! 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. If my son is hurt in any way on the side of the road waiting for a school hopper bus because you havent take the time to consider our roading problems...trust me I will personally hold all of you responsible! Widen our roads....make links between all the off the side roads...waitaha, james cook over to Ohauti or link it to the Eastern link. It blows me away that you can do off ramps to every other than Welcome Bay on the eastern papamoia link. to link up to the main road instead of all having to feed on to Welcome bay road. Part of Welcome Bay is zoned for Papamoia....so why not make a proper off ramp onto this link....might free up alot of traffic! Make Turret road wider and 15 th Avenue. You know this is a problem and I shake my head wondering why ...the so called intelligent people we have in council/roading havent done anything about it!

Other comments:

Your doing a rubbish job of sorting out our transport problems out. Re election time ...might have many people reconsidering who they put in there!

Document submission	
Document submisison name	

Submission ID	TPOL17
First name	Cary
Last name	Hubert
Individual or organisation	Individual
Organisation name	
Address 1	87a Chapel Street
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There seems to be a mismatch between the Agenda and the Implentation of parts of Chapter 3 and Section 7.4 of Chapter 7; Examples: Public Access to/from Tauriko Tauranga Crossing as a Worker or a Customer using Public Transport, using a Cycle and as a Pedistrian, coming from or going to Otumoetai, Bethelem or Bellevue. 1/ Buses - Timetables are inadequate and poorly planned, Wanting to travel to Tauranga Crossing to start work at 07.00am Weekdays or Weekend 08.00am- Not possible unless the User walks from Chadwick Rd along State Highway 2 on the side of the road taking their life into Driver's hands as they travel at 100km an hour as the connecting bus Route 52 leaves at five minutes or ten minutes after the hour OR that person waits nearly 50mins at Chadwick Rd after the bus from the City drops you off and then be Fifteen minutes late for work. There should be two buses per hour min. But thats not the worst, Want to get home from Work at Tauranga Crossing or travel from Tauriko in the evening to the City or Otumoetai. not possible even if you catch the 2nd to last bus to leave from Tauranga Crossing at 06.35pm (too bad if you finish at 07.00pm), as the Bus that connects to the City has sometimes left already to connect to the last Bus going to Otumoetai at 07.05pm..... HOWEVER, that is small in comparison to the mistake in Timetable /Route Planning of the last Bus to leave Tauranga Crossing that terminates in a Suburban street in Tauriko, then returns to the Depot via Chadwick Rd and only as a kindness from the Bus Driver who may or maynot give you a ride..otherwise it's walk along unfootpathed State Highway 2 or along the unlight and partly unpaved walking/cycling track which if it has rained turns into a quagmire or if the cows have been moved turns into a track of cow patties. There is no Bus that comes from Bethelem direct either or a Pediistrian footpath along Cambridge Rd or State Hghway 2 to access Tauriko. 2/ Cycling - Using Cambridge Rd at Peak times near State Highway 2 -Using State Highway 2 to access Cambridge Rd at peak or any time Cambridge Rd has no Cycle lane and only two lanes from 200mm back from the intersection with State Highway 2 and at peak times in the morning and during the day, vehicles can be banked up for upwards of a quarter of a kilometer with most vehicles wanting to turn left sitting on the nature strip or side of the road trying to leave room for vehicles wanting to access the right turning lane. This leaves the cyclist two options, one is to use the nature strip which is higher with significant drops down to residents driveways or cross into the centre of the road until reaching closer to the intersection and threading a way back into the left lane. Returning from Tauriko and wanting to make a right turn into Cambridge a cyclist has to deal with vehicles doing 100km an hour with sometimes no break in the amount of vehicles using the road at Peak times and being on a slope makes for a dangerous transition. No mention of work scheduled for these area's of access to and from Tauriko.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL18
First name	Lucy
Last name	Brake
Individual or organisation	Individual
Organisation name	
Address 1	123 Welcome Bay Road
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL19
First name	Isaac
Last name	Shakesby
Individual or organisation	Individual
Organisation name	
Address 1	18 Bryan Gallagher Place
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3175

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Traffic on 15th AVE and welcome bay need to be put forward to asap. Going from a 15 min drive to work to over an hour is out of control. The work being done now is already 10 years behind. Adding any improvements to the 10 year plan will greatly put things even more behind.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL20"/>
First name	<input type="text" value="Seth"/>
Last name	<input type="text" value="Roberts"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="5 bob Carter place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Some thing needs to be done at 15th and turret road. The congestion is very bad. Putting in lights will not fix it we need more lanes and maybe bus lanes cause why catch a bus when they are stuck in the traffic to. I support all things to do with more cycle lanes also

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL21"/>
First name	<input type="text" value="Kara"/>
Last name	<input type="text" value="Farrant"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="27 Bob Carter Place"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Welcome Bay, Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Welcome Bay traffic is atrocious for a hugely growing subdivision. Single lane roads out of a bowl like suburb is not efficient. Children taking an hour and a half to travel by bus into school for a trip that takes ordinarily fifteen minutes, or what used to be a forty minute trip with traffic, is a ridiculous waste of time. Influx of population and housing has to be accounted for with greater, more effective transport infrastructure. The community is trying to address the traffic issue by trying to use the poor bus system that meets only a small percentage of the publics needs, by travelling earlier and earlier to work, only to find traffic is at near stand still from 7.00am to 8.45am. Kilometers of roads at a stand still trying to feed into the main arterial road of Welcome Bay, also at a stand still is evidence of the system not working. See more cyclist than ever before, and still more traffic and dangerous conditions for the cyclists.

Other comments:

Widen the road, add at least one outgoing lane from Welcome bay, all the way to town!!! Widen turret road. Widen the bridge. Reduce the size of the turret road footpath, remove the median strips and add a lane to town.

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	TPOL22
First name	Liz
Last name	Nicholls
Individual or organisation	Individual
Organisation name	
Address 1	9 Sunnybrooke Close
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

WELCOME BAY Because of so much new development in the area the traffic this year going back to school is terrible. It takes me 1hr 20mins to go from Oteki Park to Girls College to 12th Ave to work and I am not on time even leaving at 7.30am. I have left at 6.30am in the morning to take my husband to work at Mount and got to work at 7.15am. Schools buses to be free will help with congestion. Parents can not afford buses when they have more than two children and its not reliable to be on time. Children are being told off in schools for arriving late. What a start to there day. 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. Turret Road - the problem is not coming home to Welcome Bay from 15th Ave - it takes me 25mins. It's the morning traffic. When Bayfair starts building more it will only divert the traffic to mangataupu under pass. Why is it not possible to extend Turret Road - bridge to Faser Cove?

Other comments:

Look at how congested Tauranga is getting - look at solutions to get rid of so much traffic on the roads.

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL24"/>
First name	<input type="text" value="Kathryn"/>
Last name	<input type="text" value="Walker"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="189 Ballintoy park drive"/>
Address 2	<input type="text" value="Welcome bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The traffic out of welcome bay is becoming a huge problem. Families including ours are now needing to leave at least 1 hour to 1.5 hours early to get somewhere on time. It's just awful and needs to get better

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL27"/>
First name	<input type="text" value="Jo"/>
Last name	<input type="text" value="Nunn"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="28 Oakwood way"/>
Address 2	<input type="text" value="Papamoa Beach"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3118"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see a park and ride facility from Bayfair and more priority given to buses at between Bayfair and Tauranga. Also an way of seeing when your bus is next coming so that you can judge which one to catch. Also a bus station in Tauranga that doesn't feel unsafe and like the Wild West after 5pm!

Other comments:

We really need a safe modern bus station - I went back to my home town at Christmas which is supposed to be a bit rough and dangerous at night and I felf safer at the bus station there than I do in Tauranga!

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	<input type="text" value="TPOL28"/>
First name	<input type="text" value="Kerren"/>
Last name	<input type="text" value="Ranger"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Rosella drive"/>
Address 2	<input type="text" value="Welcome bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Fix the congestion on welcome bay road by re-introducing free school buses. Also provide bus lanes for said buses. The traffic queues are horrendous.

Other comments:

Document submission

Document submission name

Submission ID	TPOL30
First name	Dean
Last name	Jury
Individual or organisation	Individual
Organisation name	
Address 1	39 Moira Close
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3175

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

For the love of god, please put in alternative routes in and out of Welcome Bay Tauranga and sort the traffic congestion

Other comments:

The reading situation in Tauranga is critical, we are running the risk of turning in to Auckland with a fraction of he population! Get it sorted.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL31"/>
First name	<input type="text" value="Karen"/>
Last name	<input type="text" value="Bern"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="34 Ballintoy Park Drive, RD 5"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We are about to have the main Welcome Bay bus route diverted thru our lovely quiet subdivision, at a rate of one huge, noisy, deisel-spewing, empty bus every 20mins. Especially with the current climate of banning diesel engines in Europe, the very least the council could do to alleviate disruption is provide electric buses.

Other comments:

Apart from that, the council does a great job!

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL34"/>
First name	<input type="text" value="Patricia Ann"/>
Last name	<input type="text" value="Owen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="12 Aongatete Rd RD4"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a Katikati resident for almost 20 years, with 15 years commuting to Tauranga, I am disgusted and dismayed at the priority given to upgrading SH2 from Tauranga to Waihi. This is one of the most dangerous roads in NZ, and we regularly hear sirens racing to another road crash, near Aongatete Rd. The delays in turning right from Omokoroa on to SH2 towards Katikati, are a night mare. The heavy traffic through the centre of Katikati is not only a traffic hazard, but also has negative impacts on health. The bypass is a relatively inexpensive upgrade, and the plans and purchase of land mostly achieved, why the delay? I would appear in person to vent my anger, but unfortunately due to surgery, can not drive, but I will remember when it comes to the next local body elections for the BOP Regional Council

Other comments:

<input type="text" value="no"/>
Document submission <input type="text"/>
Document submission name <input type="text"/>

Submission ID	TPOL35
First name	Nevan
Last name	Lancaster
Individual or organisation	Individual
Organisation name	
Address 1	48a Motiti Rd
Address 2	
City/Town	Papamoa
ZIP/Postal Code	3118

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Its time to move on to better technologies. Ebikes and EV's are the future and accepting that will save money in the long run. To make biking more popular tracks need to be provided apart from roads and this can be above. A bike track can be built out of light weight materials above roads and be covered allowing people to use them in all weather conditions. Once you take bikes off the roads and allow them to travel at decent speeds you will get the mental shift that allows people to ditch their expensive cars and save money. People will still own cars but their usage would fall once an easy safe alternative is possible. Mass transit such as rail suffers from the problems of inflexibility, union control of the staff and crime and other aggravating factors.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL38
First name	Peter
Last name	Babbage
Individual or organisation	Individual
Organisation name	
Address 1	19B, Mulgan Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My comments are pertinent to both chapter 3 and section 7.4 chapter seven of the proposed plan. I have lived in Katikati since I emigrated to NZ in 2005 from England. I also visited NZ every year for three months from 2000. I have driven many thousands of kilometres up and down the SH2 over those 18 years. Once you leave the Auckland to Hamilton dual carriageway the quality of the road drops dramatically and to be frank very few improvements to this extremely important road have been made in 18 years. Yet it connects New Zealand's most important city with the countries most important port and one of its fastest growing cities too Tauranga. Not only that but it serves to carry all the Auckland holiday traffic to the Coromandel and the Bay of Plenty as well! Thus it is one of the most important roads in the country yet even the government transport agency has had to admit that most stretches of the road are of such a poor standard that the SAFE speed limit should be set at 80kph. However for some reason they do not have the courage to set that safe speed limit! Taking the above as the starting point for deciding on priorities for the regional road improvements seems pretty logical to me. The regional plan for road improvements as outlined in the press this week certainly does not do that at all! Nor over the years since I have lived here has the local road improvement Committee given this road priority either! Can somebody explain to me why it was more important to build a dual carriageway between Tauranga and the small town of Te Puke rather than making significant improvements to the much more important road between Tauranga and Auckland!!! Perhaps a dual carriageway between Tauranga and Waihi would have been a more sensible use of the funding! Now let us look at the RTLP Top 15 Activities list for 2018. What priority has been given to our major trunk road in this list? Frankly it has been given no priority at all! There is no mention of the Tauranga to Auckland section of the SH2 until we get to item 6!! Eastern corridor roads which carry minimal traffic compared to the Auckland section again have a higher priority! Why? Is the Tauranga cycle action plan implementation really more important than improving the safety of the SH2? Of the 15 activities in the Land Transport Plan as far as I can see only 6, 11, 13 and 15 give any hope of improving traffic flow and safety on the countries second most important road! This seems to be an extremely poor set of priorities both for the improvement of local and national transport systems. I would like somebody from your Committee to try to explain to me why they consistently give such a low priority to this road when it's inadequacies are so obvious to the rest of us! [COMMENT 2]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!

Other comments:

No I have said enough!

Document submission

Thursday, 5 April 2018

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Submission ID	TPOL39
First name	Peter
Last name	Cosnahan
Individual or organisation	Individual
Organisation name	
Address 1	21B Clive Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe that the proposed Katikati bypass (not sure why you want to call it Katikati Urban without the word improvement after it) should be given a higher priority. It's completion would positively affect the lives of all those living in Katikati as well as the road users having a less stressful journey. The current traffic levels in the Main Street of Katikati cause much stress to people trying to use the shops and cafes. It is a dangerous environment to be in. Not only is it a Hazardous or very time consuming to cross the road, the levels of exhaust fumes cannot be healthy. 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. The public transport options also need to be given greater weight/priority. I believe that the issues road users experience currently could be addressed by an increased use of public transport. For example an expanded commuter bus service with priority lanes if that were practical. Also have you considered a rail option for Omokoroa residents? Surely freight could be scheduled around the morning commute?

Other comments:

Thank you for the opportunities to have my say

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL40"/>
First name	<input type="text" value="Marei"/>
Last name	<input type="text" value="Gradon"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="262B"/>
Address 2	<input type="text" value="Maungatapu Road"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please ensure that public transport from Maungatapu to the CBD is efficient and reliable. The present timetable is unsatisfactory for anyone needing to be in the CBD for work. The current timetable shows the 36 bus due at Maungatapu shopping centre at 7.07, 7.37, 8.07 to be in the CBD before 8.30 am. In reality the 7.07 doesn't even start on time despite the Maungatapu shopping centre being the first pickup! This bus is always late arriving at the Maungatapu shopping centre and continues to be late through the he entire trip. Phone calls made to the 0800 phone number are NEVER followed up. The 7.07 bus is the first bus of the day, there is NO other option!!!! Please get the commuter transport sorted. It is unsatisfactory at present. Do not link the Maungatapu buses to the Welcome Bay route, that will make the delays getting into the CBD even more horrendous.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL41
First name	Kirsty
Last name	Connell
Individual or organisation	Individual
Organisation name	
Address 1	231 Walford Rd
Address 2	RD4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I live at Aongatete, and travel on State Hwy 2 to Tauranga daily, and have increasing and now significant concern about the safety of myself and my family who also use the highway daily. Firstly the Work Rd/SH2 intersection, with very poor visibility when turning onto highway, coupled with the high speed of oncoming traffic, and worsened by a passing lane, which significantly increases risk, and I have witnessed many close calls. 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, and now the addition of apparently safety-enhancing orange markers at Omokoroa and Whakamarama, All appear to be increasing risk. Interestingly I have seen some near misses and risky driving behaviour occurring where both these sections of markers have recently been installed. My impression is that they are confusing and distracting for drivers. The safety on this section of road is so poor now that our work commute has become both risky and anxiety provoking, to the point we are considering moving. My request is that safety is prioritised, by immediately reducing the speed limit as an interim measure, and urgently prioritising safety improvements to this section of road, by improving intersections, installing roundabouts, widening sections / adding lanes, and installing centre barriers. It beggars belief that one of the most unsafe sections of state highways in New Zealand has been prioritised so low in the regional land transport plan, and I urge you to consider both immediate and longer term options, to stop people from being killed or seriously injured, which is unfortunately happening on an all too frequent basis. Thank you for considering my opinion.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL43
First name	Ruth
Last name	Sparling
Individual or organisation	Individual
Organisation name	
Address 1	5 Riverside Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

7.4 Prioritised Activities As a long-term resident of Katikati, I was amazed and horrified to discover that the Katikati Bypass project (which has been renamed Katikati Urban) now appears at the bottom of the list of draft Regional Land Transport Plan top 15 Activities. Katikati used to be a pleasant town to visit with reasonable shops. However, the volume of traffic (particularly trucks) has grown enormously over the last few years. Now I try to avoid using the Main Road shops except for essentials. There is only one safe crossing place in the whole town and there is no pleasure in planning your route to walk up on one side and then down the other. 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. It is becoming harder and harder to turn right onto the Main Road from all the side roads. It is often tempting to actually turn left with the intention of turning around when feasible, but this of course increases the volume of traffic in town as well as being utterly frustrating. It is now getting to the state where some of Katikati's residents are fearful to take their cars out onto the Main Road at all. Last year we actually thought that we were going to get a bypass after many years of petitioning and fighting. Unfortunately, this outcome seems to have been overturned yet again. Please help us make Katikati a pleasant and prosperous town again.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL44"/>
First name	<input type="text" value="Tony"/>
Last name	<input type="text" value="Gibbs"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="33 Holcombroke Lane RD5"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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!

Other comments:

Document submission

Document submission name

Submission ID	TPOL46
First name	Ailsa
Last name	Fisher
Individual or organisation	Individual
Organisation name	
Address 1	23 Lynley Park Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. Priorities (section 7.4, figure 24) - Move up priority #11 Omokoroa to Tauranga safety improvements (and #6 Waihi to Omokoroa). This is the most dangerous stretch of State Highway in the country and should have #1 priority. It should definitely be above #2, as mitigating existing safety issues for the current population should be prioritised.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL48
First name	Brian
Last name	Burton
Individual or organisation	Individual
Organisation name	
Address 1	65 Lockington Road Katikati RD4 3181
Address 2	
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass should have a much higher priority and is a separate issue to the four laning of state highway 2 between Tauranga and Waihi which should also have a higher priority. I believe that we actually need a new motorway utilizing part of the old rail corridor even if it is tolled. This would remove through traffic especially heavy traffic making the existing road safer for local traffic and cyclists. I feel it is wrong to use the rail corridor as a cycleway as it takes that traffic away from the town and local attractions.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL49
First name	John
Last name	Thompson
Individual or organisation	Individual
Organisation name	
Address 1	385 Oceanbeach Rd
Address 2	
City/Town	Mount Maunganui
ZIP/Postal Code	3116

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. You only need to look as far as Auckland for good examples (the Waterview Tunnel travel time benefits disappeared only 6 months after opening). The only long-term solution to congestion is congestion charging, as successfully implemented in London and Singapore. It would normally be hard to justify such a system for a city the size of Tauranga except we already have several toll roads. The extension of tolls to other parts of the network would have the same effect as implementing a congestion charge. Of course this may not be politically popular. Regardless of whether congestion charging gets significant support, the focus of transport improvements in the greater Tauranga area should be on improving the viability of alternative modes to private motor vehicles. The city is currently a very hostile environment for pedestrians, cyclists and bus users. So even relatively small investments in infrastructure would reap large rewards in increased amenity. Congestion is not a problem if you can safely and easily bypass it on foot, bike or bus. In Chapter 7, the cycle and bus projects that are currently priorities 4, 7 and 9 should become 1, 2 and 3 respectively. There are also projects not currently prioritized that would benefit all road users. Tauranga has a large number of roundabouts on major arterial routes. At peak times they are unable to handle the traffic volumes, they can't prioritize buses and they are very unsafe for cyclists and pedestrians. Replacement of roundabouts with traffic lights would improve all these factors.

Other comments:

Tauranga is a highly car-dependent city. This will only continue if local authorities prioritize projects that encourage driving. They must focus on alternative modes.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL50"/>
First name	<input type="text" value="Jane"/>
Last name	<input type="text" value="Leak"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="286 Youngson rd"/>
Address 2	<input type="text" value="Whakamarama"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

SH2 needs some serious improvement ASAP. Trying to get out of Youngson onto the highway is like playing Russian roulette. I fear for mine and my families friends neighbours lives every time we leave home. The ammount of traffic heading right into Omokoroa now blocks the vision of Youngson rd residents turning right into the SH2 . This was always a bad road as it is below the brow of the hill. The view is now obscured by a dozen cars or more at any given time. Lives are going to be lost.

Document submission

Document submisison name

Submission ID	TPOL55
First name	Annaliese
Last name	Wainwright
Individual or organisation	Individual
Organisation name	
Address 1	4 Greystone Place, Waterview Estate
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Bay of Plenty is growing dramatically in every direction, but I believe along with many others that reside in Omokoroa that something needs to be done about the connection from Omokoroa onto the state highway. A big round about like Te Puna would be sufficient, but with the amount of cars turning in and out of there on a daily basis something needs to be done to try and prevent serious accidents happening such as the one that occurred in the last week. With the priority of Omokora to Te Puna being put on the back burner and placed 11th in the priority list this has delayed it significantly. Which means that the amount of accidents in not going to slow down, the traffic frustrations and worries is not going to help those in Omokoroa. More thought should be put into the priority of this section from Omokoroa to Tauranga as this is growing extremely fast and if action does not happen now it is going to become a traffic nightmare and more accidents may come as a result.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL56
First name	Alana
Last name	Reyland
Individual or organisation	Individual
Organisation name	
Address 1	263 Rea Road
Address 2	RD2
City/Town	KATIKATI
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I live in Katikati and once a week have to drive to Tauranga. The delays getting in and out of Tauranga are significant for businesses and individuals and to make matters worse, this is a most dangerous stretch of road. We hear of at least two accidents per week, and usually they are serious. The delays and congestion North and South of Katikati in peak times and right through the summer holiday months are also damaging to our community. I strongly object to the ratings on the RLTP namely Omokoroa to Te Puna is 11th on the priority list, and W2T Katikati Urban is 15th on the list. With all the new subdivisions in Omokoroa, the Omokoroa to Te Puna needs to be much higher up on the list and so does the Katikati Urban to get the large trucks and through traffic out of our town. 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'?! COME ON! How many cyclists have died on Tauranga roads in the last year?????? This is the road (SH2) our kids are going to have to learn to drive on. PLEASE make it safer ASAP. The only answer is FOUR LANING of SH2 W2T including the W2T Katikati Urban.

Other comments:

SH2 Improvements Tauranga to Waihi top of the list, if you don't know why, I dare you to get in your car and go for a drive to Katikati. Keep alert though or you may end up getting a ride back with St Johns, who are already seriously overworked. While you are passing, call in to Omokoroa and check out all the new subdivisions that will put more and more cars on the road... Who is allowing all this development without the infrastructure to cope???

Document submission	
Document submission name	

Submission ID	TPOL57
First name	Jill
Last name	Campbell
Individual or organisation	Individual
Organisation name	
Address 1	7 Johnston Cres
Address 2	Hillcrest
City/Town	Rotorua
ZIP/Postal Code	3015

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Rotorua needs (regular) seasonal public transport to the Lakes. (Blue Lake and Okaraka). This service would allow locals the opportunity to utilize our beautiful resource. Giving ALL families the opportunity to participate in swimming and recreational activities at the lakes. By not providing this service, we do a dis-service to our children. Lack of transport is a barrier to participation. Better public transport is also needed between Tauranga and Rotorua. Great public transport (bus and rail) + increased usage = less fossil fuel emissions. Rotorua has the young demographic that Tauranga and Te Puke require for their workforce. With improved regular bus service our young people can work and study while still living in Rotorua. Do good consultation with employers so we know when shifts start in the orchards and on the port. Buses should leave Rotorua at time that will get people to work on time. Your transport service is critical to the economic development of the Bay of Plenty region. If you are not meeting the needs of the people then your service becomes a barrier and not utilised. Meeting with schools and employers is critical to providing a GREAT service that people use.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL59
First name	Keith
Last name	Hatwell
Individual or organisation	Individual
Organisation name	
Address 1	234 Walford Road
Address 2	Aongatete RD4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The priority list as currently advertised shows a clear conflict of interest as it favours the Port of Tauranga (The company BOPRC has a majority shareholding in) freight routes. It should be based firstly on current traffic volumes and incident rates, then future growth. All councils in this area have put development and growth ahead of services and roading. To have the acting Sergeant of traffic support your priorities by saying all the accidents are due to driver error is just pure political BS. ALL incidents are caused by human error in some way or form - this is the end cause not the root cause! Yes the road is not that bad.....once you have accessed it! The current volumes are such that drivers now are forced to take risks trying to access/cross State Hiway 2, the Omokoroa intersection along with Barret Rd and Snodgrass Roads are just pure nightmares. Adding to this are the road cones added down the centre of the road at Omokoroa in conjunction with the temporary ones lining the edge of the road, this must surely be creating sensory overload to a majority of drivers in and out of Omokoroa.

Other comments:

I don't believe BOPRC should have a major say in the regional roading. Your primary concern was and should be again limited to the environment. There is a lot of waste and double up of resources. Please make this one of your priorities in creating a lean operating system, one where the minority of your rate take is spent on wages not 70 plus %.

Document submission	
Document submission name	

Submission ID	TPOL61
First name	Felicity
Last name	van der Lee
Individual or organisation	Individual
Organisation name	
Address 1	469/D Minden Road RD6
Address 2	
City/Town	Te Puna Tauranga
ZIP/Postal Code	3176

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I live north of Tauranga in Te Puna. I have seen people trying to get out of their driveways against a never ending stream of traffic in both directions sometimes on a blind corner. A very dangerous piece of road that has claimed many lives. This is unacceptable and requires urgent action. I was 16 years of age when Mayor Robbie of Auckland put forward the idea of light rail in Auckland, I thought back then what a good idea. They said years latter when it was too late that Mayor Robbie was a man before his time but he was a man with good common sense and vision. Tauranga has a unique opportunity to push for light rail with buses backing this up. Trains are fast, efficient and carry alot of people and enviromently friendly. Please do not let this opportunity go by. Refer Rail on the draft plan

Other comments:

NO COMMENT	
Document submission	
Document submisison name	

Submission ID	TPOL62
First name	Sylvie
Last name	Kerr
Individual or organisation	Individual
Organisation name	
Address 1	48B Beach Rd
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

'Environmental sustainability 10%' - This is pretty short sighted. Should be much higher. Looking at the top 15 priorities it was unclear if any of those options included viable public transport options for the Katikati to Tauranga route. Either a light rail or bus (with bus lanes to support) would provide immediate relief on the notoriously dangerous SH2 stretch and remove large numbers of single-occupant cars. This should have been done years ago - we are fast becoming as bad as Auckland and introducing the driver mentality to boot.

Other comments:

For the love of god, bring in a public transport (park and ride) service for the Katikati - Tauranga SH2.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL63"/>
First name	<input type="text" value="Sandy"/>
Last name	<input type="text" value="Thomas"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="3215 Tairua Road"/>
Address 2	<input type="text" value="RD1 Hikuai"/>
City/Town	<input type="text" value="Pukepoto"/>
ZIP/Postal Code	<input type="text" value="3579"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a driver who was nearly involved in a serious accident on the Omokoroa intersection recently, I became aware of just how extremely dangerous this intersection is. I was traveling south, when a vehicle pulled out slowly from Omokoroa Road onto the highway south but wished to immediately turn right into Youngson Road. Vehicles were also waiting to cross the highway onto Omokoroa Road. I was left with nowhere to go and was very fortunate to come to a screaming halt, without ploughing into anyone. There is not enough site distance for that whole intersection when coming down from the north at 80 to 100km/h and I commented to my partner " That is so dangerous, people are going to die there ". Please put this intersection back up on high priority or people WILL DIE, without question.
Thanks, Sandy

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL64"/>
First name	<input type="text" value="Delphine"/>
Last name	<input type="text" value="Bertelsen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="27 Whakamarama Road"/>
Address 2	<input type="text" value="Rd7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 Tauranga to at least Omokoroa but best Kati Kati should be top priority. Too many deaths & serious injuries on that road!!!!

Other comments:

Please take this riadung issue seriously. Last night's Future Focus "meeting" was a disaster.

Document submission

Document submisison name

Submission ID	TPOL65
First name	Daniel
Last name	Godfrey
Individual or organisation	Individual
Organisation name	
Address 1	635 Whakamarama Road
Address 2	Rd7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Tauranga to Katikati upgrade including Omokoroa needs to be completed ASAP

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL69"/>
First name	<input type="text" value="Michelle"/>
Last name	<input type="text" value="Wijlens"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="412B Old Highway"/>
Address 2	<input type="text" value="Whakamarama RD8"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway needs to be put as 1st priority for any submission to NZTA. The volume of traffic makes this a very dangerous road and the increased traffic with the growth of Omokoroa in the very near future is only going to intensify the problems.

Other comments:

Just build the road. 4 lanes Tauranga through to the Katikati bypass. Promises over the last 20 years have amounted to nothing. WBOPDC should be forced to stop issuing building permits until the road has been completed.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL71
First name	Michelle
Last name	McCabe
Individual or organisation	Individual
Organisation name	
Address 1	54 Sinclair Road
Address 2	RD 7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

7.2 Waihi - Tauranga With regard to this stretch of road I don't understand why you 'need' submissions and feedback when the statistics speak for themselves. The most dangerous stretch of road in the country and you are still debating what to do and whether to do it??? Really people, do what you are being paid to do: PUT A ROUND-ABOUT AT OMOKOROA/SH 2 - MOVE FORWARD WITH URGENCY ON THE NORTHERN LINK TO MAKE IT SAFER FOR ALL - IN THE INTERIM DROP THE SPEED LIMIT. If you choose to do nothing or delay, you, being the decision makers will have the blood on your hands of the next person that dies on that road. Period. You are years and years behind the growth progress as it is. Enough is enough.

Other comments:

Stop paper shuffling and get on with it!	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL72"/>
First name	<input type="text" value="Martin"/>
Last name	<input type="text" value="Stevenson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="112 Te Puna Road"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3174"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL75"/>
First name	<input type="text" value="Nikki"/>
Last name	<input type="text" value="Pateman"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="145c Whakamarama Road"/>
Address 2	<input type="text" value="RD7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL76"/>
First name	<input type="text" value="Sean"/>
Last name	<input type="text" value="Lett"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="848 state highway 2"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Te Puna"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I find it absolutely astonishing that the Tauranga Northern Link (TNL) has been positioned at number 11 on the priority list. The TNL must be built as it has a massive impact on safety, economy and personal wellbeing of the community. Every thing on the list is important but the TNL is the most important as it affects the majority of people living in the Bay of Plenty.

Other comments:

Pressure must be put on the transport minister and NZTA as they are the ones that can make the TNL happen but it needs to happen now no more talking around the subject this is the most dangerous road in New Zealand and the economic costs of not only the deaths but the multiple injuries and on going costs far out way a cycle path

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL78"/>
First name	<input type="text" value="TraceyandRussell"/>
Last name	<input type="text" value="Donovan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="34e Plummers Point road"/>
Address 2	<input type="text" value="Rd2"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL79"/>
First name	<input type="text" value="Sara"/>
Last name	<input type="text" value="Madsen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="22 Oliver Road"/>
Address 2	<input type="text" value="RD1"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3171"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want to see lives valued above and beyond economic growth! The road from Te Puna to Omokoroa is costing lives every year. People can't safely travel that road anymore! I travel from Te Puna to Omokoroa several times a week and take my life in my hands every time I do. I feel so sorry for people entering or exiting the highway anywhere between those two places as it like Russian roulette trying to get into the traffic flow. Please upgrade that road as a priority. It was never meant to handle that amount of traffic and is the most dangerous road in New Zealand! People are dying for the sake of you spending money to get trucks in and out of ports more expeditiously or workers into the city faster. Save lives first, then worry about the economy! Enough is enough!!!

Other comments:

<input type="text" value="Prioritise life over commerce!"/>
Document submission <input type="text"/>
Document submission name <input type="text"/>

Submission ID	TPOL81
First name	Liz
Last name	Wilde
Individual or organisation	Individual
Organisation name	
Address 1	108 Prole Road, RD2
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Last night I attended a meeting at Omokoroa Settlers Hall regarding SH2. Whilst there were a number of people on the bench, NZTA decided not to attend, Jacinda Ahearn was not invited and our current Transport Minister, Phil Twyford was not invited - despite SH2 being the most dangerous road in NZ! We received Stuart Crosby's answer: a helicopter ride for NZTA to assess the road! Are you kidding me?? NZTA should drive the road in peak times and play the Russian roulette that we play EVERY DAY! Angie Warren-Clarke stated several times "we've only been in power for 5 months" BUT if she was prepared for the meeting she would have something better to say than that - Labour have had many years as opposition party to know their transport policies surely? Other than that - it was more of the same - apply pressure, attend meetings, write submissions, consult with people, sign petitions!!! ENOUGH IS ENOUGH! This has been a tragedy waiting to happen for too many years - in fact there have already been far too many tragedies. It has been labelled a "road of high significance" - who cares! Get some action happening - what's the hold up? Get funding finalised, buy properties and start the diggers!! The 4 lane motorway is a necessity. Until then - we need URGENT interim action: slower speed limits - especially around school entrances (Plummers Point Road, Pahoia Road) - flashing signs around school drop off/pick up times, signs saying "high crash zone" "drivers take care" "don't text and drive".... what ideas do you have? Stop the subdivisions until the road is sorted - why add more cars to a road which isn't coping? Think about our freight issues - too many logging trucks tipping at the Bethlehem road about - why? Do you know that parts of SH2 aren't even the legal minimum width for a SH2???? So - here's my submission.... surprise me by giving me something other than the standard "thank you for your reply" email. Surprise me even more by taking some action!

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL82"/>
First name	<input type="text" value="Rebecca"/>
Last name	<input type="text" value="Larsen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="187 Fraser Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Sec.7.4 Im writing to support the need for urgent up grades to State Highway 2 between Tauranga-Katikati. With the volume of cars now travelling on this highway it is like playing Russian roulette every time I head out there. The amount of crashes that happen on this road is completely insane. And something absolutely needs to be done now. The population increase out there has outgrown the road. And the amount of blind spots. To add to this risk is outrageous. The risk of driving on this highway needs to be lowered now before someone you or I know gets killed. Regard Rebecca Larsen.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL83"/>
First name	<input type="text" value="Caryn"/>
Last name	<input type="text" value="Shearer"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="15 Leyland road"/>
Address 2	<input type="text" value="Rd7, whakamarama"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There are too many cars on the road, and the road is not designed for the volume. It is very unsafe at interactions with cars crossing into a new road, and the biggest cause of accidents on SH2. People are taking too many risks when there is a simple solution, put in a 4 way highway from town to Kati.[COMMENT 2]SH2 is a very dangerous road to travel on every day, we are putting ourselves at risk every time we travel on this road. We need you to put this over used road to priority 1 and it is currently the most dangerous road in NZ and you think it should be at no11. We need a safe road for our families to travel on but also a road to service our port without hurting or killing anyone.

Other comments:

Document submission

Document submission name

Submission ID	TPOL84
First name	William
Last name	Horne
Individual or organisation	Individual
Organisation name	
Address 1	25c Linton Crescent, Matua
Address 2	Matua
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Re:7.4 Prioritised activities SH2 between Tauranga and Waihi/Katikati needs to be a higher priority. I travel this route at least twice a week and have used this road for over 30 years, in that time the road has not significantly changed and has been neglected by various officials. The traffic volume however has increased hugely. The road is constantly under repair due to this huge increase in traffic volume, made significantly worse by the now much heavier trucking that uses this route. The route has many narrow bridges and very few passing lanes, as well as many dangerous intersections. There are often fatalities on this road and all the policing and reduction of speed limits in the world are not going to fix this fundamentally unsafe road. 7.2.2 Prioritising significant activities In using this methodology the SH2 improvements should be given a very high priority given that quality of life and safety account for 75% of the loading I fail to understand why this road isn't higher on the list. Quality of life? Hell tell that to the many who have lost their lives on this road.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL85"/>
First name	<input type="text" value="Lara"/>
Last name	<input type="text" value="Lett"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="848 State Highway 2"/>
Address 2	<input type="text" value="Te Puna"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="2174"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please do something about this road. It's not just the deaths on this road but the injuries that last a life time. I suffer from a back injury sustained in an accident on this road back in 1995. I have 4 teenage boys that will all be driving this road in the next 4 years. This road can't really be called a highway when there is hundreds of driveways and roads leading off it. We drive past our house to the next right hand turning lane then turn around and drive back just to be safe. Shelter belts that cast shadows on the road so if people don't have their lights on you can't see them. The volume is incredible now and with more and more people moving out here it's going to get worse.

Other comments:

We need the TNL and Katikati bypass as the amount of traffic on this road is crazy. I have 4 teenage sons who will all be driving this road in the next 4 years. It's not just the high amount of deaths on this road but people involved in accidents that have a lifetime of problems from their injuries.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL86
First name	Tracy
Last name	Scott
Individual or organisation	Individual
Organisation name	
Address 1	240c Omokoroa Rd
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Priority MUST be given to SH2 between Kati and Bethlehem. It is a daily problem of congestion, dangerous entries and exits, and potential deaths. Roundabouts and slower speed restrictions may help in the interim, but this is a major arterial highway between our biggest city and one that is growing uncontrollably. If the councils continue to grant the right for houses to be built on this route, then councils and government must assure drivers that the road is capable of handling the volume of traffic. It's criminal if you don't!

Other comments:

Prioritize your own families by making the city you live in safer!

Document submission	
Document submission name	

Submission ID	TPOL87
First name	Tania
Last name	Dovaston
Individual or organisation	Individual
Organisation name	
Address 1	24 Barrett Road
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 from Te Puna to Waihi needs to be moved to the TOP of the list. This road has more accidents than any other road in the area costing millions in rate payers money. With a very significant population growth over the last two years it is also causing extreme congestion. This is one of the main routes into Tauranga and most days it is at a stand still, it's time it was sorted. This road is a joke and an embarrassment.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL95
First name	Marion
Last name	Archer-Smyth
Individual or organisation	Individual
Organisation name	
Address 1	376A Youngson Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 - unless something is done about the stretch from Katikati to Tauranga there will be more deaths. It is chaos. Most people don't even realise it's 90km from Tauranga to Whakamarama.

Other comments:

At least put a turning in lane for Quarry Road from the north and maybe middle of the road barriers on corners. Big signs and signs on the road making it 90km all the way. A safe road area like further north. These are cheaper options if you're not going to change/widen the road.

Document submission	
Document submission name	

Submission ID	TPOL96
First name	Angela
Last name	Batt
Individual or organisation	Individual
Organisation name	
Address 1	50 b Francis Rd, rd2
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 Omokoroa to Tauranga needs to be an urgent upgrade. It needs to be priority 1 NOW not in 10 years ! Worst road in Nz with far to many deaths and not to mention how many accidents causing untold damage to families and communities. After attending a shameful public meeting at Omokoroa where everyone pointed the finger at everyone else, blaming the other party and no one was prepared to stand up, put their balls on the line and say yes we will fix it and in what time frame! A real one not one that needs consultation and working parties but an actual plan that has been committed to! I want to know which family you are all prepared to sacrifice each week, fortnight as accidents occur! As you sit and talk each week lives are damaged and lost! Take the electrol role and take a wild stab and Let the community know which of us you don't value as we all play Russian roulette each time we drive on these roads!

Other comments:

Just get it done ! Stop talking and let's see some real action!

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL97"/>
First name	<input type="text" value="sarah"/>
Last name	<input type="text" value="clodo"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="25 Prole rd"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

state highway 2 needs upgrading ,widening the four lane highway needs to be brought up the list and treated as urgent ..

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL98
First name	Megan
Last name	Ryan
Individual or organisation	Individual
Organisation name	
Address 1	32 Ruamoana Place
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

RE: 11 W2T Omokoroa to Te Puna (Transformed) SDD State highway improvements I think it is outrageous that the most dangerous road in NZ has been ranked as no. 11 in importance to be rectified by our local council. We play Russian Roulette on this road every day, every time we drive on it. Am I being dramatic... no? We hear the volunteer fire brigade siren go off on average once a week, more over peak season. My friends and family text each other to make sure we are safe.. because sure enough it is an accident on SH2. We have just had two serious ones within one week of each other. In addition to this, there are other minor accidents when these occur. A couple of weeks ago when the major accident happened outside Parklands in Te Puna, we were queued by a related accident near Apata. There were alone at that accident 3 emergency vehicles! Surely between that and the main one, all our emergency vehicles were in use. A 5 year old child was the first on the scene at a major accident last weekend, and wants to know how the ladies hat got outside of the roof of the car? Unfortunately it was actually the lady's head. I hate to think of how this child has been affected, let alone the families and friends of those in the accident. In addition to the safety aspect, we also have a ridiculous amount of traffic to contend with. My family moved to Omok to get away from the rat race. I travel for 2 kms on this road, 20 km north of Tauranga, and yet I get stuck in traffic. Over the Christmas period, we do not attempt to travel on this road as it can take more than an hour to get to Bethlehem. Terrible if we urgently need something. On top of this, council has given permission for more subdivisions and consent for building to happen out here. If we think the traffic is bad now and the road is unsuitable, it will only get worse. This is the worst road in NZ and the highest growth area. It is common sense that it gets sorted! We need a four lane highway urgently.[COMMENT 2]SH2 needs an urgent upgrade. Currently you have it ranked as Number 11, when it is the most dangerous piece of roading in our country. It needs to be ranked as No. 1 by all NZers instead of people selfishly looking after their own patch. Furthermore, it needs to be reclassified as requiring an upgrade for 'safety' reasons, not 'economic efficiency'. Actually it is both, but if we have to choose one, lives definitely outway economics. Why are we allowing this unwanted growth in this area and having a road that is not fit for this capacity of vehicles? Currently this road is rated as a step 2 - therefore is unfit for the purpose of being a state highway. Is it true that it is carrying 10 times the volume of traffic on it per day, than it was designed for? Also,that there are some corners that have lower than the legal rating of margin on the roadside for a SH? If it is unfit as a SH, something needs to be done. If it were a business, it would be shut down!

Other comments:

Listen to the public. We are sick of our people dying.

Document submission	
Document submission name	

Submission ID	TPOL100
First name	Tia
Last name	Lush
Individual or organisation	Individual
Organisation name	
Address 1	24 Astor Place
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Do something about the traffic and volume of traffic using the Welcome Bay Road during peak hours. Look at adding another route in and out of the City instead of relying on the single road. In the event of a catastrophe, how are the residents to be evacuated? What contingencies are in place to allow safe exodus of people from this single road? It's time that Welcome Bay is given some consideration and attention. Stop signing off more developments and adding to the population.

Other comments:

Listen to the residents of Welcome Bay please.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL103"/>
First name	<input type="text" value="Melanie"/>
Last name	<input type="text" value="Price"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Te Karaka drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3174"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. 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 harms way. The government can give \$30,000.000 away over seas, but can't forward the safety of its own people in our own country. We live in a sad place where a government cant even sort its funds to support the right developments for our country. ??

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL104"/>
First name	<input type="text" value="Paula"/>
Last name	<input type="text" value="Staple"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="295F Minden Rd"/>
Address 2	<input type="text" value="RD6"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3176"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 from Wairoa to Katikati desperately needs your urgent attention. I drive this road everyday and it's scary the volume of traffic and the constant near misses and tragic accidents. People deserve to get home safely after a day at work. With all of the subdivisions going on in Omokoroa, what is already statistically the worst state highway in NZ is going to get worse. Act now - please!

Other comments:

NO COMMENT

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL105"/>
First name	<input type="text" value="Martin"/>
Last name	<input type="text" value="Braum"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="363 whakamarama rd, rd7 tauranga"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There is a glaring gap in the rtp. The tauranga northern link has been canned by the new government and it seem from the list replaced by nothing. Waihii to omokoroa has safety improvements. Omokoroa to te puna has work planned. However te puna to tauranga, the busiest section - SILENCE!!!. Needs amending.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL107
First name	Wendi
Last name	Stewart
Individual or organisation	Individual
Organisation name	
Address 1	27 Owen Place
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It needs to be #1 priority to get the SH2 4 lane highway from Kati Kati to Tauranga. This has gone on for far too long and too many people have lost their lives. [COMMENT 2]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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Ōmokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Ōmokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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. Please get this 4 lane highway underway...the current road is killing people and is not safe! The planning for this highway has been underway for years, its not good enough...it needs to be prioritised as #1

Other comments:

The government needs to over rule NZTA and get this underway immediately

Document submission

Document submisison name

Submission ID	TPOL109
First name	Anton
Last name	Jones
Individual or organisation	Individual
Organisation name	
Address 1	20 te karaka drive
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The delaying of the Tepuna to Katikati four Laning is not acceptable and has to be reconsidered. Lives are being lost on the roads and something has to be done about it now!!!

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL110
First name	Lauren
Last name	Kansley
Individual or organisation	Individual
Organisation name	
Address 1	71c Laurel Drive
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need the highway between Omokoroa and Te Puna to be addressed ASAP! Sadly we have had so many accidents on this stretch of road over the last year - 2 within hours of each other this week. I myself have had 3 very near misses. Its a scary stretch of road please do something sooner rather than later and save lives..unfortunately that is what it comes down to.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL111"/>
First name	<input type="text" value="Maree"/>
Last name	<input type="text" value="Edwards"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Old highway"/>
Address 2	<input type="text" value="Whakamarama"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please let's do the road between Kati Kati and tauranga now ! Every weekend there are deaths on this road . Whether it's because of traffic going to fast or being impatient it does not matter it's difficult to get in and out of roads because there is so much traffic. We moved out this way 40 years ago and it was talked about doing it then? Why is it still been talked about and no action taken ? And it's still being put on the back burner? I don't get it people are dying ! It's not when it's who will be next !!!

Other comments:

Document submission

Document submisison name

Submission ID	TPOL113
First name	Nigel
Last name	Bradley
Individual or organisation	Individual
Organisation name	
Address 1	84 l'Anson Road
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Priority Improvements List I believe that state highway 2 from Bethlehem through Te Puna & Katikati should be a much higher priority than it's current place on the list. The quantity of traffic movements on this road has exceeded the roads capabilities BY A LONG WAY. Traffic hold-ups & delays are getting longer by the day, peoples ability to access the road is getting harder by the day and the most important thing to consider is the accident rate. This is increasing at the same unacceptable rate, with the seriousness of the accidents also increasing. This is an increasingly busy section of road and has one of the highest accident rates of any section of state highway in the country. I understand the need for more environmental friendly options, but nothing we do will stop population growth, but what we can do is make the things we do safer. I would love to ride my bike to work, but it is too far (and too dangerous), there is no public transport that even comes close to being available at the times I need to travel. SO i need to use my car & I would like to feel safe when i do this. 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.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL114"/>
First name	<input type="text" value="Anna"/>
Last name	<input type="text" value="Jackson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="349a whakamarama road"/>
Address 2	<input type="text" value="RD 7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The priority of the SH2 upgrade needs to be raised. The road is unable to cope with current or future needs and must be improved to prevent further deaths, accidents, delays and angst on the road. The bypass needs to happen asap.

Other comments:

The SH2 situation is a poor reflection on Tauranga and creates a poor impression of our town. It needs to be addressed immediately.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL115
First name	Jenny
Last name	Hobbs
Individual or organisation	Individual
Organisation name	
Address 1	242 Lindemann Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati Bypass prioritised in the top five projects in the RLTP 2018. The people of Katikati have been asking and planning for a Bypass for almost one hundred years. This time around, the Katikati Bypass has been approved since March 2017 and is desperately needed by the people of Katikati to reduce filth, air and noise pollution in the town centre, reduce pollution of the Uretara River from Main Street stormwater runoff, improve safety through the Main Street of Katikati and streamline traffic flow to support reliability of travel times on SH2. At all times the Main Street of Katikati is an unpleasant place with incessant traffic, noisy trucks and dirt that infiltrates all the shops and footpaths. Its not possible to have a conversation, retail businesses that should have thrived have failed and hospitality options like alfresco dining, available in other communities, are impossible in Katikati. Through the summers the people of Katikati become prisoners in their own homes due to the congestion on SH2 through the town as the pedestrian lights cause long tailbacks either side of the town. A ten minute trip to the Supermarket and home becomes a two hour trip between Xmas and New Year. This is whats happening now. If nothing is done for ten years the traffic volumes will have doubled and the delays will affect the economy of the region, deaths and serious injuries will increase and Katikati will be a dirty industrial strip town, not the jewel in the crown of the Bay of Plenty that many think it could be. Please adjust the priority list and bump the Katikati Bypass back up where it should be in the top 5 projects.[COMMENT 2]thank you for the opportunity for the Katikati Community Board to submit to the Draft Regional Land Transport Plan.

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%

3. SH2 Waihi to Tauranga We believe there has been a strategic lack of investment in SH2 Waihi to Tauranga, in the last 10 years with funds being diverted to the Waikato Expressway project. During that time 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. I strongly recommend that the Top 5 Priorities for the Region include the upgrading of SH2 W2T; including Safety Improvements from Waihi to Tauranga with a centre barrier on as much of the road as possible, the Katikati Bypass and Omokoroa intersection, and including 4-lanes from Omokoroa to Te Puna to link into the Tauranga Northern Link. Upgrading this 'killer highway' that is strategically important, is of the utmost importance, to drastically reduce the DSI's particularly, and respond properly to the rapidly growing populations in Katikati and Omokoroa. The upgrades are required now, not in ten years time.

4. Katikati Bypass On the particular issue of the Katikati Bypass, we strongly support this because the current Katikati community and past Katikati community's, dating back to the 1940's and beyond, have been patient, they have be consulted by and have waited for NZTA to prioritise action towards the recognised danger of the heavy traffic flow through the town. Community members have worked so hard to try to persuade the 'powers that be' to build a road around the town so the community can have their town back, for amenity and enjoyment. Construction was almost approved in the 1990's, only to have the opportunity ripped away. Many long-time residents now have a sense of hopelessness that amounts to Bypass fatigue, having completely lost any faith in Regional Council or NZTA to ever act in the best interests of Katikati. I cannot imagine the

devastating effect of the road on the town in 10 years time with another 200 homes being built in the town in the next 2-3 years with a probable additional 2 cars per home, the often used phrase 'I'm a prisoner in my own town' will indeed be a reality. Businesses that should have thrived have failed repeatedly over the years and quality retail and hospitality is not an option with a town centre that feels like a heavy industrial environment. The increasing pollution of the town centre is a public health issue with particulates and noxious gases having a harmful effect, particularly on people who work there, along with the constant noise from traffic, the trucks in particular (at least 2 every minute of every day) then the stormwater from the Main Street flowing directly into the Uretara River meaning constant pollutants are entering the waterway. Building the Katikati Bypass is a matter of social justice and shouldn't be delayed any further. Please prioritise the Katikati Bypass in the Top 5 projects for the region to enable the Katikati community to begin their long-awaited town centre revitalisation project and create a boutique, vibrant and pedestrian friendly thriving village centre.

Other comments:

Please don't let the people of the Western Bay of Plenty down.[COMMENT 2]Thank you

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL122"/>
First name	<input type="text" value="Quinton"/>
Last name	<input type="text" value="Lankshear"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="29b Whakamarama Rd"/>
Address 2	<input type="text" value="RD7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 Omokoroa to Tauranga needs to be an urgent upgrade. It needs to be priority 1 NOW not in 10 years ! Worst road in Nz with far to many deaths and not to mention how many accidents causing untold damage to families and communities.

Other comments:

Document submission

Document submission name

Submission ID	TPOL123
First name	Kelvin
Last name	Maine
Individual or organisation	Individual
Organisation name	
Address 1	82C Snodgrass Rd
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 between Katikati and Tauranga is becoming more congested and dangerous over the last 15 years surely this should be shifted up the timeline ?

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL124
First name	Jackie
Last name	Roach
Individual or organisation	Individual
Organisation name	
Address 1	66 Youngson Road
Address 2	
City/Town	Whakamarama
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe that SH2 between Bethlehem and Katikati needs to be more of a priority as there seems to be weekly accidents on this road that often have serious or fatal results. Driver error may be an issue but I believe some of these errors are made in frustration by drivers not being able to enter SH2 from intersections due to the high volume of traffic. Improvements need to be made as it seems the population has increased substantially without enough roading and infrastructure improvements having being made

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL125
First name	Chris
Last name	Gates
Individual or organisation	Individual
Organisation name	
Address 1	240 A Minden Road
Address 2	Te Puna
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I think the upgrade of the road from Te Puna to Omokoroa (to 4 lanes), and Katikati bypass, should be given a much higher priority than is currently being proposed. The number of serious accidents resulting in serious injuries and deaths on this stretch of road means these projects can no longer be overlooked.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL126
First name	Basil
Last name	Cook
Individual or organisation	Individual
Organisation name	
Address 1	223 Willoughby Rd
Address 2	RD 3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I believe that the plan underestimates the growth of traffic volume that has been occurring on the Waihi to Tauranga road, particularly from Athenree south. There is significant growth in household numbers in the Western Bay, west end and the amount of traffic from further afield is also rapidly growing. This affects both safety as frustrated drivers take extra risks and the difficulties been suffered by Katikati. This road and the Katikati bypass need to be jointly given a much higher priority on the priority list. Also, for far too long, time, resources and money has been wasted with no actual action. Carrying on like this absolutely achieves nothing. There are many side roads to SH2 and it is becoming increasingly difficult to turn right onto the highway. There have been plenty of accidents as a result of this. In Katikati itself, it is increadably difficult to turn right onto the highway for much of the day. In reality, this stretch of highway is safe only at 80km/hr (Katikati to Tauranga). It certainly would not be a 100km/hr road in other countries which we try to compare accident levels with. I suggest that for safety, it becomes an 80km/hr road but that the Katikati bypass be built to compensate slower drive time and also aleviate the extreme pressure been placed on Katikati. This would be much more affordable and also create a safer road.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL128"/>
First name	<input type="text" value="Joanne"/>
Last name	<input type="text" value="Mayston"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="74 Gill Lane"/>
Address 2	<input type="text" value="RD4, Te Puna"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3174"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I feel real urgency needs to be made on the Katikati to Tauranga road. I drive this road sometimes 4 times return daily, and there is a variation of 6 Kms of road distance which can take me anywhere from 10 minutes to most likely often 40-60 minutes. The accidents are becoming frequent and serious and the volumes of vehicles on the road have increased hugely. How can this not have the top priority ?? Tauriko I understand has a higher priority, but how many accidents are occurring there??? How can you gauge priorities above this road? How many accidents are occurring at these sites? How many deaths? How many delays ? What price can you put on deaths and serious accidents??? It makes me very nervous on these roads, and less than confident drivers are making the situation dire. Please reconsider the urgency of this area.

Other comments:

<input type="text" value="Priority for life and safety!!!"/>
Document submission <input type="text"/>
Document submission name <input type="text"/>

Submission ID	TPOL129
First name	Jo
Last name	Farmer
Individual or organisation	Individual
Organisation name	
Address 1	40 Holyoake terrace
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Desperately disappointed that the upgrades to SH2 have been downgraded to #11 priority. There are so many serious accidents on this road - 2 or 3 fatals within 10km of our home in the last 2-3 months. Please please please can this be reconsidered. We live in omokoroa and the population is expected to grow by more than 5000 over the next few years. But no investment in infrastructure?? Not fair. So many new families moving into the area and driving on this road is just not safe, I fear for my little ones life every time I drive to town. Tauranga is the fastest growing area in nz - surely upgrades that will save lives should be a higher priority than those that just make travel more comfortable (e.g. Trams in Auckland etc). The safety improvements put in at the omokoroa re/Youngson re intersections recently didn't make a bean of difference in last weekends fatal accident.

Other comments:

No	
Document submission	
Document submisison name	

Submission ID	TPOL130
First name	Pauline
Last name	Macdonald
Individual or organisation	Individual
Organisation name	
Address 1	37 Hawkrigde heights
Address 2	Bethlehem
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I feel strongly about the road between Katikati and Tauranga needs improvement urgently. I travel to Aongatete five days a week and over the last two years the traffic coming in to town has increased dramatically. I have been detoured because of serious accidents twice in the last month. I am very concerned about the Omokoroa turnoff.

Other comments:

This major issue needs to be addressed immediately

Document submission

Document submisison name

Submission ID	TPOL131
First name	rachel
Last name	ravenswood
Individual or organisation	Individual
Organisation name	
Address 1	364c whakamarama road
Address 2	whakamarama
City/Town	tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

please make S2 road upgrade between kati kati and bethlehem a PRIORITY NOW....Not in 10 years time....our community and country deserve to be safe on this road

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL133
First name	Virginia
Last name	Williams
Individual or organisation	Individual
Organisation name	
Address 1	32a Gill Lane
Address 2	Te Puna
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The order of priority needs to change. The infrastructure should have happened before the influx of population. It has become a notoriously dangerous area to drive. The volume of traffic has doubled in 10 years and looks only to increase at a rapid rate. We need to place this State Highway as #1 on the to do list.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL136"/>
First name	<input type="text" value="Jo"/>
Last name	<input type="text" value="Nicholson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="230d Waipapa block road"/>
Address 2	<input type="text" value="Rd8"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL137"/>
First name	<input type="text" value="william"/>
Last name	<input type="text" value="kehoe"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="54f Park rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Katikati bypass ranking on the priority list for projects changed to the top 5 please because at the moment the high street is dangerous when crossing the road as you are crossing a major highway. It is only a matter of time before someone is hit and killed[COMMENT 2]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

Other comments:

<input type="text" value="NO COMMENT"/>	
Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL138
First name	Charlie
Last name	Childs
Individual or organisation	Individual
Organisation name	
Address 1	54f Park Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass on the priority list for projects changed to the top 5. Katikati is a little town yet it's main road is too dangerous with it being the quickest way from Auckland to Tauranga. It has become a risk to our community so we need the bypass made before people in our community are killed or seriously injured.[COMMENT 2]We need the Omokoroa four lane highway to be changed to the top 5 projects on the priority list. I travel along this road almost every day whether it be on a school bus or in a car with my mother and brothers and we are sick of seeing car crashes becoming more and more frequent. The number of people traveling along that road is increasing meaning that the dangers of traveling along that road is also increasing. Something needs to be done ASAP before more people die. How will you feel if the death toll increases and you know you could've done something to prevent it?

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL140"/>
First name	<input type="text" value="Tara"/>
Last name	<input type="text" value="Childs"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="54F Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass ranking on the priority list changed to the top 5. We are a small community town with a small road through it. This has turned into a major highway and as such it is a danger to our community. We need infrastructure, the bypass made before members of our community DIE.

Other comments:

Document submission

Document submission name

Submission ID	TPOL141
First name	Toby
Last name	Childs
Individual or organisation	Individual
Organisation name	
Address 1	54F Park Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass ranking on the priority list changed to the top 5. I am 10 years old and my main road is too busy to cross. I am scared to cross it and worried that cars are going to keep smashing. Please help.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL144
First name	Andy
Last name	Earl
Individual or organisation	Individual
Organisation name	
Address 1	51 High St
Address 2	Glenholme
City/Town	ROTORUA
ZIP/Postal Code	3010

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My name is Andy Earl. I live in Rotorua but I am from Kati Kati, in the Western Bay of Plenty. For the last 18 months I have been supporting a Bypass for my home town, of Kati Kati, Western Bay of Plenty. Although I live in Rotorua, I do a lot of Insurance work, back in Kati Kati and my parents still live there, so I am driving SH2 frequently. It is imperative that the Kati Kati Bypass ranking on the Priority List for projects changed to the Top 5. Kati Kati is a long established town, where a lot of the community travel to Tauranga and back for work, every day. The increase in traffic, through Kati Kati 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. It is hugely important to raise the ranking of he Bypass improve road safety, support economic development and regional growth along this busy regional highway. The increase in safety on SH2, through the Kati Kati township, is directly related to the raising of the priority of the ranking for the Kati Kati Bypass. Thankyou Andy Earl

Other comments:

Raise the Ranking!!!!

Document submission

Document submission name

Submission ID	TPOL146
First name	Tara
Last name	Childs
Individual or organisation	Individual
Organisation name	
Address 1	54f park road
Address 2	Katikati
City/Town	Tauranga
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Omokoroa 4 laned road ranking on the priority list changed to the top 5 please. I drive this road at least 7 times a week from Katikati and I shouldn't feel afraid to drive. To be scared of what I might come across. Hearing sirens leaving katikati hoping it's not an death. I am tired of having to explain to my 3 boys what's happened and wondering how many deaths this time... Please please please this is a scary, dangerous road. No more deaths we're pleading with you to make this a priority.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL147
First name	Phil
Last name	Hannagan
Individual or organisation	Individual
Organisation name	
Address 1	13B Stokes Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass MUST become a higher priority than where it is now. People have died because of the heavy traffic flowing through Katikati township. People are suffering adverse health effects from exhaust pollution in Katikati. Do you want other deaths to occur while YOU prioritise cycleways and bus services? Please stop delaying this project and others that are causing deaths. Put people's lives first.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL148"/>
First name	<input type="text" value="Kim"/>
Last name	<input type="text" value="Aldrich"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="6 Giles Way"/>
Address 2	<input type="text" value="Tanners Point"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My husband Melvin Aldrich and I want the Katikati Bypass put to number 5 as a priority as the SH2 as it is so dangerous. We have almost been killed twice. A Logging Truck almost drove us off the road as a car stopped in front of the logging truck to enter a side road. A Firth cement truck entered SH2 and did not see us entering a bend and we had to drive to the opposite side to miss him, fortunately there was no on coming traffic

Other comments:

Please let the killing stop.

Document submission

Document submission name

Submission ID	TPOL149
First name	Keith
Last name	Edwards
Individual or organisation	Individual
Organisation name	
Address 1	9 Vivian Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	1072

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

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. Turning left needs to be done with care and turning right is dangerous at any time and impossible at busy times. Many residents indeed turn left and immediately right for a U turn in Youngson road in order to effectively turn right. It's highly dangerous but largely safer than actually crossing 100kph traffic in order to complete the proper turn. Irrespective of the roading improvements to Omokoroa Road itself the intersection will continue to be lethal. The fact that the intersection is lethal is well known to NZTA and to the Regional Council and I understand from a recent meeting at the Settlers Hall, all of the land is purchased for a proper intersection and, prior to the change of Government, was ready to go. The next accident causing death at this intersection will have been willfully caused by the inaction of several people in senior positions who know the facts about this intersection and are not lobbying hard enough to prevent it happening again. The residents of this peninsula need a new intersection immediately or alternatively a set of traffic lights to stand in until such time as a real intersection can be completed. NZTA don't like traffic lights and my response to that is that they have the power to fix the intersection now. Their failure is what drives the demand for lights. Residents should not be marooned or killed by the failure to act by a major Government department.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL150
First name	James
Last name	Denyer
Individual or organisation	Individual
Organisation name	
Address 1	287 Lund Road
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. The two key projects I wish to see prioritised are:- 1) Katikati Bypass / W2T Katikati Urban (currently no. 15) 2) W2T Omokoroa to Te Puna (Transformed) (currently no. 11) These are critical, quality of life, safety and economic projects that the community has long sought to be implemented. They focus on some of the BOP's busiest roads in an area of high population growth and, reflecting the importance of that section of SH2, are part of what the last government intended to categorise as a road of national significance. Most of the other top 15 priority projects are rather less essential in lower growth areas in the eastern BOP, or have already had a lot of infrastructure installed to support them, such as the projects in and around Tauriko, or are "nice to haves" like cycle action plan.

Other comments:

No	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL151"/>
First name	<input type="text" value="Mark"/>
Last name	<input type="text" value="Knox"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="3 Churcill Rd"/>
Address 2	<input type="text" value="Judea"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3110"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe priority should be given to Item #11 of your 15 proposed regional activities. This section of S.H.2 needs to be four lanes with a median barrier. I also feel item #6 needs to be shifted up the priority list as people are dying, and the social and economic costs of not upgrading these sections of the highway make it a no brainer.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL152
First name	Juliet
Last name	Dunlop-Fraser
Individual or organisation	Individual
Organisation name	
Address 1	4 The Meadows
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati bypass should be a priority. 40+ years being ignored. The third generation of my family is now learning to drive on this road. We can barely get out of our road onto SH2 and the summer tailbacks stretch from Tauranga to Athenree. It is ridiculous this is still not a PRIORITY!!

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL153
First name	Rosemary
Last name	Stone
Individual or organisation	Individual
Organisation name	
Address 1	23 Uretara Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the Katikati bypass prioritised in the list of items to be addressed. it should be at the top of the list! It needs doing now, not in decades time. By then, lots more people will have died. It is a terrible stretch of road right where people live. It makes everyday life extremely difficult and unpleasant for residents and is a frustration to motorists passing through. My kids ride their bikes to school every day. I accompany them as I am terrified that the day I don't, they will be run over by a truck. There is only one place to cross the main road (where the traffic lights are) and the lights are phased in favour of the traffic. Currently, pedestrians have to wait up to 5 minutes before they can cross the road. Because of the excessive delay, many people jay walk as they can't be bothered with the long wait. I have witnessed cars sailing through a red light on several occasions. It's only a matter of time before someone else is killed.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL154"/>
First name	<input type="text" value="Richard"/>
Last name	<input type="text" value="STONE"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="23 Uretara drive Katikati"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please make the Katikati bypass a higher priority. There is serious congestion and risk to pedestrians and vehicles.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL155"/>
First name	<input type="text" value="Kylie"/>
Last name	<input type="text" value="Legae"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="56 Walker rd east"/>
Address 2	<input type="text" value="Aongatete"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I drive into Tauranga everyday for work and in the last 2 years I personally have had 2 very lucky near misses. As a health and safety inspector I work with ways of trying to eliminate hazards everyday. Surely the by pass is a no brainer. My 3 daughters are still young but I will think about moving if the roads don't improve as I don't want that to be their only option as they get older

Other comments:

Don't leave speed restrictions signs out when no roadworks because people are just ignoring them now due to too many times signs being up for no valid reason

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL157"/>
First name	<input type="text" value="Michelle"/>
Last name	<input type="text" value="Wheeler"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 Fairveiw Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="KatiKati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have lived in the KatiKati region for over 25 years and have seen this little country town become so much larger in the ensuing years. We now have a big country town which is also seeing a real LARGE increase in traffic that goes right thru the middle of town where we now find it very difficult to park safely and cross the roads in our town. Trucks are a huge problem as they have risen in such a large number as to make the roads SO very much bisserier and with the extra cars that are now travelling thru KatiKati (when there are Holidays) the hold ups have become A LOT more of a problem than twenty odd years ago. I can still remember when I came to live here that having a Bypass was on the drawing boards then. WHAT HAPPENED!!!! Nothing that's what. And now over Twenty years later we are still trying to get the DAMM thing done. So come on get it right for once and do what has been promised, over and over again, give the Green light, and lets get this DONE. Put KatiKati Bypass back up on the list and stop being a bunch of takeaways instead of helping a community get better roading. The KatKati to TGA roads need upgrading. Far to many avoidable car accidents are happening that that road that it also needs some urgent fixing up done. How many more people have to Die for anything to be done.

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL158"/>
First name	<input type="text" value="Amanda"/>
Last name	<input type="text" value="Smith"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="409a Esdaile Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Whakamarama"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The 4 lane expressway between Omokoroa and Te Puna needs urgent action and priority needs to be given to this project families lives are in danger everyday travelling down SH2 itbus a death trap ans Prority needs to be at no 1 for this project

Other comments:

Document submission

Document submisison name

Submission ID	TPOL160
First name	Linley
Last name	Ward
Individual or organisation	Individual
Organisation name	
Address 1	92a Harbour View Rd
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the bypass moved up the list to at least one of the top 5. This road needs to be given priority. It is now referred to as death highway. I use it morning and night taking children to school and other activities. It is just so busy We have to allow an hour extra to get anywhere just incase we and up stuck in traffic. We never know when someone we know will be involved next. the past 2 weekends we have been caught in accident traffic.

Other comments:

Get on with the job.

Document submission

Document submisison name

Submission ID	TPOL162
First name	Julie
Last name	Webster
Individual or organisation	Individual
Organisation name	
Address 1	40 Prestom Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

With the number of new residents on the increase in Katikati and surrounding areas it is imperative the Katikati by-pass be moved up the agenda to top or at the very least no. 5. It is getting more dangerous each day to cross the road, not only as a pedestrian or cyclist but also for those turning right on to SH2. Public holidays one doesn't venture very far, queues into and out of Katikati go back many kms. Last NY it took me 40 minutes to drive from the Waihi Beach turnoff to Katikati due only to the volume of traffic. It can only get worse and people are going to take drastic chances out of sheer frustration. Please, out of consideration for the lives of all, please review the by-pass plan and bring it up to No. 1.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL163"/>
First name	<input type="text" value="Jacqueline"/>
Last name	<input type="text" value="Rodewald"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="176 Prestidge Rd"/>
Address 2	<input type="text" value="Rd 4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Re section 7.4, chapter 7, the Katikati bypass should be a much higher (top 5) priority, as it is vital for safety as well "economic efficiency"

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL164
First name	Vicki
Last name	Cochrane
Individual or organisation	Individual
Organisation name	
Address 1	7 Vantage Place
Address 2	Omokoroa
City/Town	WBOP
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe it is time to build the 4 lane expressway primarily in the interest of prevention of accidents! As a resident I am often hearing the siren for callouts. The council is extremely fortunate to have such dedicated and available well trained people to volunteer and absorb the cost of giving assistance. How would they cope otherwise? That day will come ! Compare the cost of accidents and improvements to businesses by enabling the building and completion of the expressway. The Papamoa expressway is a work of art. An effective toll system in place to support the build and maintenance of the process. It will also give employment to many. The area is growing day-by-day. Please Do not delay !

Other comments:

Not just now thank you	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL165"/>
First name	<input type="text" value="Jenny"/>
Last name	<input type="text" value="Ager-Pratt"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="69 Hume Road"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The katikati bypass needs to be a priority as well as the tauranga /katikati road....with the huge increase in population in general this has to be a priority with increasing accidents happening there's not always other ways around them ...its getting bad in general time wise for the trip but Xmas & new years is even more abysmal. ..its crazy not pushing this to happen.

Other comments:

The wire lane barrier on state highway 2 is a crazy waste of time energy & expense....seems to be broken loads & ensures the other lane cant easily be used if & when there is an accident

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL166"/>
First name	<input type="text" value="Jim"/>
Last name	<input type="text" value="Hekker"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="22D Wills Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Change Katikati Bypass ranking on the Priority List for projects to the Top 5 ! A Bypass will revitalise Katikati town and come to life again without these large stinking trucks and cars that have nothing to in town.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL167
First name	Mornay
Last name	Jacobs
Individual or organisation	Individual
Organisation name	
Address 1	7 Prole road
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the road upgrades between Tauranga and Katikati been given a higher priority as this stretch of road has become insufficient for the amount of traffic that is using it!

Other comments:

No

Document submission

Document submission name

Submission ID	TPOL169
First name	Annabel
Last name	Frood
Individual or organisation	Individual
Organisation name	
Address 1	242B Minden road
Address 2	RD6
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The SH2 roading needs to be prioritised as number 1 between Omokoroa and Tauranga. The bypass needs to go ahead ASAP. There is way too much traffic on a road that is no where near safe enough. it needs massive work done ASAP. So many accidents. I worry for our children. Common sense needs to prevail. Please listen.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL170
First name	Jo
Last name	Crean
Individual or organisation	Individual
Organisation name	
Address 1	44 matemuri drive Papamoa
Address 2	
City/Town	Papamoa
ZIP/Postal Code	3118

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the bypass to be in the top five priority list. Not only residents but also anyone traveling through Katikati are impacted by the congestion.

Other comments:

Holiday periods are even worse. A bypass would benefit everyone.

Document submission

Document submission name

Submission ID	TPOL171
First name	Kay
Last name	Frith
Individual or organisation	Individual
Organisation name	
Address 1	12 Carisbrooke St.
Address 2	Katikati
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the Katikati Bypass plans shifted back to top priority. There are far too many serious road accidents happening on our roads to delay this project. Also the environmental impact on the Katikati township of so much traffic is negative.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL172
First name	Diana
Last name	Stein
Individual or organisation	Individual
Organisation name	
Address 1	383 Thompsons Track
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I really think that the upgrade of SH2 and the Katikati Bypass ranking on the Priority List for projects needs to be changed to the Top 5. This is the most dangerous stretch of road in the country. It is so difficult to get onto SH2 from any of the roads as there is just such a high volume of traffic and people end up making wrong decisions because they are under pressure. You can't put new subdivisions everywhere without upgrading the public road network! This is putting innocent people's lives at risk. You have to act on it! How can the people who make these decisions sleep at night knowing that through their actions or better inactions people's lives are put at risk?

Other comments:

Look at the facts - they speak for themselves!

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL173"/>
First name	<input type="text" value="Catherine"/>
Last name	<input type="text" value="Pfennig"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="3 Mulgan St"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3166"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL174"/>
First name	<input type="text" value="Kristy"/>
Last name	<input type="text" value="Phillips"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="344"/>
Address 2	<input type="text" value="Wainui south road"/>
City/Town	<input type="text" value="KATIKATI"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

A Bypass for Katikati is well over due. All katikati does is create a bottle neck for drivers on state highway 2 with the pedestrian crossing. In turn people in kati parked in town wait a long time the get out of parks due to traffic load, make dangerous decisions crossing the road as they dont wont to hold up traffic at the podestion lights or cant be bothered walking to them. Having trucks use a bypass will take alot of noise and petrol fumes away. In turn making it a peasant shopping inviroment.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL175
First name	Angela
Last name	Moore
Individual or organisation	Individual
Organisation name	
Address 1	225 Thompson track
Address 2	Rd2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a long term Katikati local I have seen the volume of traffic through our small township increase horrendously over the past few years. Peak summertime traffic is ridiculous, with vehicle queues stretching for many kilometres from both sides of Katikati along SH2, due to heavy vehicle volumes versus busy town centre and pedestrian crossing. The commuting traffic from Auckland to Tauranga, including the heavy trucks, which crawls throughout township, polluting and causing safety risks need to be diverted out of town on the bypass which has been promised to the town of Katikati for years. It needs to be upgraded to the top 5 list urgently.[COMMENT 2]FIX THE ROAD! SH2 Katikati to Tauranga is a disgrace. Traffic volumes are ever increasing, congestion and difficulty entering highway from side roads is UNACCEPTABLE. SH2 is a death trap.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL178"/>
First name	<input type="text" value="Stacey"/>
Last name	<input type="text" value="Walden"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="36 pahoia beach rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State hwy 2 needs a much higher priority especially bw omokoroa and Tauranga. It's one of New Zealand's most dangerous roads. There is also a lot of new houses being built in omokoroa and surrounds and traffic can cause major delays.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL179"/>
First name	<input type="text" value="Emma"/>
Last name	<input type="text" value="Bryan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="416A Youngson Road"/>
Address 2	<input type="text" value="RD7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

move the SH2 tauranga to Waihi as well as the Northern Link and Tepuna to Omokoroa improvements further up the priority list. The council has an obligation to fixing the roading issues out here due to the amount of growth in Omokoroa and surrounding areas which is a direct impact resulting in council issuing building permits and subdivision consents. If you dont want to improve the roads to cope with the volume then dont continue to grant building consents in these areas, you created this problem .. Man up and fix it.

Other comments:

stop using tax payers money to sit on your backsides and create comity after comity to consult on consultations .. that's out hard earned dollars your wasting.. get the job done

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	TPOL180
First name	siobhan
Last name	McLarnon
Individual or organisation	Individual
Organisation name	
Address 1	118willoughby Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the katikati bypass moved up to the top 5 on the priority list .

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL182"/>
First name	<input type="text" value="Lara"/>
Last name	<input type="text" value="Floyd"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4/108 kauri point rd"/>
Address 2	<input type="text" value="Rd3"/>
City/Town	<input type="text" value="Kati kati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 improvements between katikati and Bethlehem need to be in the top 5 roads of significance due to the overwhelming stats for death and injury on this stretch of road. Deaths are going to balloon even more as the 1000 sections just released in omokoroa finish building how can you allow a massive subdivision like that without improving the intersection thats just purely irresponsible or is it just spite from labour because this area is dominant national tertiary.

Other comments:

Document submission

Document submission name

Submission ID	TPOL183
First name	mary
Last name	heriot
Individual or organisation	Individual
Organisation name	
Address 1	244A lindemann Road
Address 2	
City/Town	katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am appalled that any previously planned or approved improvements for the katikati by pass and upgrade to the katikati-Tauranga road have been pushed back, and funding withdrawn. I live on a rural side road that starts from SH2, and it is a nightmare to get onto the highway, because of the volume of traffic. At peak times, or any holiday period (Xmas is worst) we are prisoners in our properties because we cannot get onto the SH to get to any facility or even a supermarket. Older people have appointments at Tauranga Hosp., and they are fearful of missing their appointment, and also of the traffic at any time now. With more houses being built, this is only going to get much worse. All trucks should be diverted over the Kaimais, and the tunnel reopened. It is a national disgrace that such a busy and essential road is deemed to not be of sufficient importance to have money spent on it. The port will only expand, and with that, more traffic. SH2 is now designated as one of NZ's most dangerous roads, so why is this road not getting priority attention. It is scandalous. How many more people must die on this road before something is done. I know personally of several people who have sold, or are selling their properties, and moving right out of this area, simply because of this Katikati/Tauranga road. We will be leaving this area also for the same reason. There are monies sitting in an account, monies from Ports of Tauranga, and why isn't this available to be used, in conjunction with other monies, for this vital work. If permission is required, then get it. Residents' lives are at risk, so ask yourselves - what is more important. I am horrified that nothing is planned to be done in a reasonable time frame. No other reason than bureaucracy at its worst, and it is disgraceful that those concerned in this matter do not care to do anything. Maybe if they lived here, and had to drive this road every day, they might feel differently.

Other comments:

Yes! Please do something before more lives are lost through inadequate, unsafe, congested roading. People are encouraged to move to BOP but no effort to improve the infrastructure. Unbelievable.

Document submission	
Document submission name	

Submission ID	TPOL184
First name	Roger
Last name	Stiles
Individual or organisation	Organisation
Organisation name	All Katikati Residents
Address 1	6 Belmont Rise
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

1) Regrettably the Transport committee are wholly focused on getting vehicles from point A to point B safely and quickly, with obviously no concern for the social issues created in doing so. 2) The residents of Katikati have been pleading for a heavy vehicle by-pass of the township for more than 40 years. 3) The 12,000+ vehicles per day on SH 2 passing through the Katikati Main Road is stifling the development of the retail/service activities of the town. 4) Katikati is the service centre for at least 10,000 citizens ranging from Waihi Beach to the out skirts of Omokoroa. This is confirmed by the 4 major Banks, the 10,000 approx patients registered with the local Medical Centre and the vibrant Real Estate industry covering this area. 5) However it is the general Retail sector which is being stifled due to the heavy traffic noise, the pollution from diesel fumes and general dust created by this volume of traffic. There is no "browse" shopping and the towns mural reputation is impaired. 6) It is disturbing to we residents that your committee places such a low priority on the social and community concerns for this much needed traffic by-pass, despite this proposal being rated more highly in the past

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL185
First name	Louisa
Last name	Webber
Individual or organisation	Individual
Organisation name	
Address 1	10A Gledstane Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the Katikati Bypass project & the Waihi to Tauranga, (specifically Katikati to Tauranga) section of road works moved from priorities 15 & 16 to the top 5. These roads are heavily travelled by large trucks and hundreds of light vehicles, and its only going to get worse with the affordable housing (400? Houses) & other housing developments at Omokoroa and Katikati. There were 3 major accidents last saturday alone! and there are constant accidents and even fatalities on this stretch of road. I would like for NZTA to see it as a priority! moving it up the list to the top 5 is still not an "instant fix", but hopefully something that will happen before too many lives are lost on this stretch of road.

Other comments:

no	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL186"/>
First name	<input type="text" value="Suzanne"/>
Last name	<input type="text" value="Hardie"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="69 Turntable Hill Road"/>
Address 2	<input type="text" value="Rd4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please can the road upgrades on SH2 from Kati Kati to Te Puna be a priority for the safety of our families and friends. We had a an accident on this busy highway and was very lucky but so many others on almost a weekly basis are not so lucky. I have fear driving this road at least 4 times a day with my children and it's not a way to live. Please amend it to a top 5 priority rather than its current 15th priority position for the road upgrades. Thank you. Suzanne

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL187"/>
First name	<input type="text" value="Susannah"/>
Last name	<input type="text" value="Mourant"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="619E Esdaile Road"/>
Address 2	<input type="text" value="RD8"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

6.2 one of New Zealand's most dangerous road. SH2 between Waihi to Tauranga. From 2012 - 2016 18 deaths, 35 series injuries, 95 minor accidents. This needs to be re-prioritised a four lane highway from Waihi to Tauranga. The projected increase in the kiwifruit industry with foreign drivers who don't know our roads mixed with the high volume of people moving to this area and increased freight movement will mean a even larger increase in deaths and series accidents on this road. This cannot wait the projected timescale for upgrade.

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL190"/>
First name	<input type="text" value="Alisha"/>
Last name	<input type="text" value="Parkin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="324 Lund road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to express that the Katikati bypass be prioritised as urgent and placed in the top 5. It is very dangerous having this much traffic moving through a small town, it takes a frustratingly long amount of time to get across the main road, out of supermarkets and in and out of car parks.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL192"/>
First name	<input type="text" value="Lynley"/>
Last name	<input type="text" value="Guise"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="105A Whakamarama Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 and in particular the intersection of Omokoroa Rd and SH2 and the Apata Station Rd area need to be upgraded due to safety issues. There are so many crashes in these regions that more needs to be done to make it safer.

Other comments:

NO COMMENT

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL193
First name	Dalena
Last name	Rochat
Individual or organisation	Individual
Organisation name	
Address 1	221 Walker Road East
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want council to realise the importance of the Katikati bypass and the Omokoroa to Tauranga 4-lane highway. Both of these are of dire importance for the safety of people in the western bay. Look at the amount of accidents that happen. Look at the diverse vehicles that use this road and the sheer volume of traffic. There have been 2 logging truck incidents in Bethlehem just recently. Just wait for kiwifruit season to start with tractors, sprayers etc on the road which travel at slow speeds coupled with trucks trying to pass and the high amount of personal cars being used! How many more cars are going to be on the road when the Omokoroa subdivisions become lived in? Council should not put their hands out for increases in rates due to increased subdivisions and not expect to have to upgrade the infrastructure in the area.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL196
First name	Bill
Last name	Murphy
Individual or organisation	Individual
Organisation name	
Address 1	180 Esdaile Road
Address 2	RD8
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

It is a disgrace that the 4 laning project from the Northern Link (Loop Road Te Puna) to an Omokoroa interchange (proper exit and entrance interchange not a roundabout) is listed as priority #11 by our own Regional Council when local councils, the National government and in particular affected ratepayers have for decades been trying to get life saving improvements made to this road. The report needs to state clearly and unambiguously that this roading project is THE most important project in the entire region so that NZTA is not allowed as it has for decades to dodge doing the major capacity building work required. NZTA should not be allowed to continue to make cynical 'safety' improvements on this road and by placing safety improvements on SH2 to Waihi at #6 and the 4 laning at #11 our own Regional Council is letting NZTA off the hook once again. Also - why is there no ranking of the Northern Link? It is the only project that should rank ahead of the above 4 laning.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL197"/>
First name	<input type="text" value="Cyril"/>
Last name	<input type="text" value="O'Callaghan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="77 Odey Road Tauranga"/>
Address 2	<input type="text" value="77 Odey road"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL198
First name	Jenni
Last name	Shallard
Individual or organisation	Individual
Organisation name	
Address 1	469 Wainui South Road
Address 2	8RD
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My submission is with respect to implementing the previously approved plan to start upgrading SH2 Katikati to Bethlehem road including the Omokoroa roundabout in 2018. We need you to start this road upgrade as promised this year 2018 because: 1. This is the deadliest piece of road in the country. 2. All the land has already been purchased. 3. The plans have been approved. 4. We have already been waiting for 10 years + for you to start building the 4 lane highway needed to cope with the road traffic. 5. Parts of this road exceed its maximum car carrying capacity for 4 hrs every day. 6. The road is no longer fit for purpose. 7. Our precious children are trying to learn to drive safely on this death trap you rate so lowly on your priority list. 8. I don't want to die while you muck around thinking about if our lives are worth your while protecting! After a dismal meeting at Omokoroa Settlers hall last week where everyone present lacked the backbone to stand up & take accountability I hope you take the death toll on this road as the clear deciding fact the SH2 must be upgraded to a 4 lane highway immediately.

Other comments:

Thank you for listening.

Document submission

Document submission name

Submission ID	TPOL199
First name	Sam
Last name	Knowles
Individual or organisation	Individual
Organisation name	
Address 1	635 whakamarama road rd7
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Considering the volume of traffic that uses SH2 between Katikati and Tauranga every day, this section of SH2 needs to be a higher priority for the council. Too many serious crashes happen for a road of such importance to the region. It is extremely important for commuters and out-of-towners to have this road upgraded to make it safer.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL200
First name	G
Last name	Carver
Individual or organisation	Individual
Organisation name	
Address 1	75 Ross Road
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The upgrading of SH2 between Tauranga and Waihi should be reinstated with a priority rating of 1 This is road was never designed to talke the current volume of traffic let alone the future increase that is inevitable. How many have to be killed or seriously injured before action is taken?

Other comments:

Listen hard to your electorate	
Document submission	
Document submisison name	

Submission ID	TPOL201
First name	Vanessa
Last name	Carver
Individual or organisation	Individual
Organisation name	
Address 1	75 Ross Road
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As more and more subdivisions are given the go ahead in Omokoroa and surrounding areas, the impact on the traffic congestion and the amount of accidents is only going to get worse. It is surely shortsighted to downgrade the priority for the upgrade to this stretch of SH2, especially in light of the recent fatalities at the Omokoroa junction. In as little as 3 years, the journey from Katikati to Tauranga has increased in time because of the sheer increase in volume of traffic at peak times. What used to be a journey of 15-20 minutes to get to Tauranga from Whakamarama can now take anything up to 45 minutes, and that is after taking lives into our hands crossing SH2 to join the traffic. This is one of the most dangerous stretches of road in the whole of New Zealand, and time that all road users were entitled to feel safe while travelling on it.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL202
First name	Jenny
Last name	Barrett
Individual or organisation	Individual
Organisation name	
Address 1	1005 Whakamarama Rd
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Delaying the improvements to SH2 between Te Puna and Omokoroa will result in further deaths and serious injury. With the volume of traffic now using the SH, turning out of the many side roads to join the main flow of traffic is increasingly hazardous. We live in Whakamarama and at our junction visibility is poor in both directions and the traffic coming in and out of the shops adds to the danger. Due to the amount of traffic, you are increasingly forcing people to take risks just to be able to join SH2. I am a safe driver but I have no choice if I want to get to school in the morning or pick my kids up in the afternoon, but to squeeze in, 'nip' out or whatever you want to call it - but it's not a safe manoeuvre to have to make at least twice a day by an increasing number of drivers as the population grows. The same concerns exist at the Omokoroa junction and the other intersections into town. Please reconsider how you prioritise your road projects or more people will get hurt.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL204"/>
First name	<input type="text" value="Richard"/>
Last name	<input type="text" value="Pateman"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="145C Whakamarama Road"/>
Address 2	<input type="text" value="RD7"/>
City/Town	<input type="text" value="Whakamarama"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Having lived in Omokoroa for the last 7 years and now in Whakamarama I have seen the significant increase in traffic and more sadly the increase in accidents and fatalities. In this day and age with SH2 being a major arterial Road between Auckland and Tauranga it is shocking and a disgrace that the improvements to the intersections for SH2/Omokoroa and SH2/Whakamarama are not seen as priority. With the massive residential development currently taking place in Omokoroa even a blind man could see the increase in traffic this will bring. So how an already dangerous and inadequate intersection is supposed to cope with all this traffic is crazy. What decade/century are we living in? How many more lives have to be needlessly lost or seriously affected by accidents? WAKE UP all parties involved and deal with this urgently!!!

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL207"/>
First name	<input type="text" value="Kim"/>
Last name	<input type="text" value="Bertelsen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Bertelsen"/>
Address 2	<input type="text" value="27 Whakamarama road"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

4 lane highway from tauranga to kataikati must be built. I have friends and family risking lives everyday driving theses roads. I can't relax. We can see emergency vehicles almost every day from our property and it makes my heart jump a beat every time in case it is someone I know involved in yet another accident.

Other comments:

Please listen to the residents that are speaking out.

Document submission

Document submission name

Submission ID	TPOL208
First name	Aja
Last name	Hansen
Individual or organisation	Individual
Organisation name	
Address 1	85B Turntable Hill Rdq
Address 2	RD 4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I strongly object to deprioritising the safety improvements on SH2. It is the most deadly road in NZ and work on it is about 20 years overdue!!! I can not believe it was bumped down to 11 'priority'!!!

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL211
First name	Rebecca
Last name	Manson
Individual or organisation	Individual
Organisation name	
Address 1	Manson
Address 2	63b Lowe road R. D8
City/Town	Pahoia
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Something needs to be done with these roads (s h2 Omokoroa) to improve its safety, and it needs to be done fast. With the massive volumes of traffic on these roads and the countless accidents is just insane. Our friends and families drive these roads daily at a huge risk.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL212"/>
First name	<input type="text" value="Kevin"/>
Last name	<input type="text" value="Searle"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="10a Clive Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass needs to be placed into the top 5 of the priority list. The constant blockages and build up of traffic is out of hand. The safety of my young family when we cross SH2 while shopping in Katikati is constantly at risk due to trucks and the shear amount of constant traffic!

Other comments:

Document submission

Document submission name

Submission ID	TPOL213
First name	Tanya
Last name	Gilchrist
Individual or organisation	Individual
Organisation name	
Address 1	412 Omokoroa Rd
Address 2	RD 2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am very concerned that safety doesn't seem to be the main issue and there doesn't appear to be a comprehensive plan in place. Simple things like changing speed limits at Whakamarama and the Omokoroa State Highway intersections are being ignored while the bigger issues of expressways is being discussed. Please make it safe for us to get our kids to and from school, then listen to the kids about how during Kiwifruit season and other times like rainy days they can take two hours to get to school, some standing, which means that by the time they make it to school they are struggling to concentrate. Fatalities are not the only measure of a road, look at long term disability too, as this can be just as devastating to families, particularly when head injuries are involved.

Other comments:

Please listen and take note that we are all human liable to make mistakes, let's prevent mistakes killing others.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL214"/>
First name	<input type="text" value="Catherine"/>
Last name	<input type="text" value="Meech"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="210 Youngson Road"/>
Address 2	<input type="text" value="RD 7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Either you complete the work as proposed with a start date in the next 6 months; or: - you make it 50km / hour between Bethlehem and Katikati; - with speed cameras every 1km - and eliminate the passing lanes Millions are spent on advertising to get the road toll down - scapegoating driver inadequacy - but Govt (all levels) refuse to take ownership of thier own inadequate planning and poor decision making and take actual steps to correct an issue that is literally life and death. It is an embarrassment.

Other comments:

Get out of Wellington and Auckland and live on the road for a month. Listen for the sirens everyweekend. Get used to the diversions and the helicopter and listen to your kids talk about seeing the man being flung out the window of the car door.

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	TPOL215
First name	Maria
Last name	Nally
Individual or organisation	Individual
Organisation name	
Address 1	480 Youngson Road
Address 2	
City/Town	Whakamarama
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 Katikati to Tauranga NEEDS to be upgraded ASAP. Everyday I drive to and from work WHakamarama to Mount Maunganui and I thank god I am not involved in an accident. I have never been a nervous driver but that stretch of road in the mornings especially and in the evenings gives me an anxious disposition. There are a number of issues with this road 1. There is far too much traffic on this road- with the continuous subdividing and growing of communities outside of Tauranga- this road is becoming increasingly busy- which would be OK if this was a proper 4 lane motorway with NO side roads BUT 2. There are FAR too many side roads joining this now main route from Katikati to Tauranga and having copious amounts of traffic trying to turn onto this very busy main route is causing SO many accidents. How many people need to die on this road before this upgrade is prioritised. SO often I have driven past accidents and it brings me to tears- that could've easily been me, my husband or my friends. These accidents are not happening necessarily to bad drivers they are happening because the road is NOT built for purpose anymore and it has to change! These accidents are too often now! Why is the council allowing all this development in Omokoroa without providing the necessary SAFE means for people to get to and from work. It HAS to change. This has to be the most dangerous stretch of road in the country. I invite all you councillors to stay in Whakamarama (happy to host) and drive this stretch of road during peak traffic and tell me its ok. You would be HORRIFIED what people in these northern communities have to drive everyday! Maria Nally

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL216"/>
First name	<input type="text" value="Jenna"/>
Last name	<input type="text" value="Watts"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="28 Omokoroa road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Ridiculous amounts of accidents are happening on the sh2 Omokoroa intersection, something can be done about this but has put at number 12 on priority list!?? I'm scared for my son who will be learning to drive in 6 months!!!

Other comments:

Document submission

Document submission name

Submission ID	TPOL217
First name	Matthew
Last name	Hardy
Individual or organisation	Individual
Organisation name	
Address 1	299 Whakamarama Rd
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please upgrade SH2 from Omokoroa to Bethlehem to a safer standard as a number one priority. I have 2 teenage sons who are learning to drive. Crossing SH2 is a baptism of fire for them and I say a prayer every time they leave the house.

Other comments:

I have 2 teenage sons who are learning to drive. Crossing SH2 is a baptism of fire for them. Please upgrade the safety and traffic flow on SH2 between Omokoroa and Bethlehem as an urgent priority

Document submission	
Document submission name	

Submission ID	TPOL218
First name	Alla
Last name	Kirkham
Individual or organisation	Individual
Organisation name	
Address 1	364 Whakamarama Rd
Address 2	R.D.7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to propose a round about at Whakamarama connecting Barrett Road and Plummers point road with S Hwy 2. I believe that this could be done by redirecting Barrett road in behind the shops and the gas station to come out directly opposite Plummers point road. A roundabout could then be created on the crest of the hill which would slow traffic down and make it safer and easier to enter state highway 2. As it is, to exit Barret road towards Tauranga is down right dangerous. We have a crest of a hill to the left, a blind corner to the right and traffic exiting and entering the shops and gas station just to add to the confusion. There are also cars coming over the crest of the hill from Katikati, not at 90kmh or under but in excess of 100kmh It is not unusual for me to sit at the intersection for minutes on end waiting for a safe exit. I am very impressed at what a difference the roundabout has made at Te Puna. We need one too!!! At the very least please lower the speed limit through this dangerous intersection. Regards Alla Kirkham

Other comments:

No	
Document submission	
Document submisison name	

Submission ID	TPOL219
First name	Debbie
Last name	Ireland
Individual or organisation	Individual
Organisation name	
Address 1	P.O.Box 16372
Address 2	
City/Town	Bethlehem
ZIP/Postal Code	3147

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We are highly concerned with the safety of SH2 since the mainly single lane highway has, reportedly, one of the highest traffic flows of any State Highway in NZ that has not been upgraded to four lane standards. We believe the Omokoroa development should not have started before SH2 was of a standard to handle this traffic. This should now be fixed before Tauriko is prepared for its potential expansion. Therefore, we believe that on page 13 of the full draft plan, the priorities 1 and 11 should be reversed so that the mess that already exists here is corrected now.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL221"/>
First name	<input type="text" value="Tim"/>
Last name	<input type="text" value="Wood"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="25 Goodall Rd RD7"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Infrastructural problems that are associated with development must be addressed ahead of the actual development to at least attempt to alleviate the growth associated roading issues we now face in this area! It would be moral corruption in my opinion if the land transport plan addresses the Tauriko development and it's construction takes precedent over the issues effecting SH2 between Te Puna and Kati Kati. The benefits of taking the logical approach and upgrading SH2 are many. SH2 is the preferred and in most cases the only southern access into Tauranga. The congestion caused by an ever increasing number of motor vehicles travelling this stretch of highway is set to increase exponentially with further planned development. 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"!

Other comments:

Document submission

Document submisison name

Submission ID	TPOL228
First name	Hong Bin
Last name	Zhang
Individual or organisation	Individual
Organisation name	
Address 1	21 Te Karaka Drive
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I would suggest that SH2 improvement from Omokoroa to Tauranga should be put in first priority. Because many fatal accidents on the road have happened since 2014. Personally, I feel not safe to drive from Omokoroa to Tauranga. Too many exits are along the road and I advice that you can redirect some small exit roads to safer main exit. When driving pass Snoggrass Road, some cars come from different directions are not easy to be seen at all. When I come out of Te Puna Quarry Road back from volunteer work of the park, I feel not easy to turn right at all. The cars on the road are so fast and heavy traffic and many big trucks are there. Even turning left, it is not easy for us to decide the right time to pull out my car as the road design makes difficult to see coming cars from the same side. I hope there is a "Turn Left Only" sign at the exit of Quarry Road. The shadow area for turning into Te Karaka Drive is also dangerous, as someone intending to turn into Muno Road sometime enters the shadow too early and occupy mine. Not enough area for both cars indicating to turn two direction into small roads. Widening the road and shadow areas are important too, as many people turn into Carine shop and many new rural residential houses. The passing lane near Quarry park should be cancelled too. Many many times, at the exit of the passing lane, some cars still try to pass my car and cause danger! More road lights are suggested on the road too. It is too dark for driving at night. As a mother of two kids, I dare not to drive them regularly after school activities or on weekends as before because of the dangerous traffic. Pls could I suggest to lower the speed from Te Puna to 70km/h. Many kids families are living on the local area too. Thank you very much. God bless!

Other comments:

NO COMMENT	
Document submission	
Document submisison name	

Submission ID	TPOL229
First name	Lee
Last name	Badham
Individual or organisation	Individual
Organisation name	
Address 1	397 Plummers Point Road
Address 2	
City/Town	Whakamarama
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 between Tauranga and Auckland (not including the Auckland motorway section) is the most dangerous and accident-ridden stretch of road in New Zealand. It is simply a game of russian roulette when using it and the number of serious crashes and fatalities bears that out. Ask Ambulance, Police and Fire Service personnel what they think. I have no doubt they will confirm what I have written. It needs to have number one priority rating for upgrading and improvement. Lee Badham[COMMENT 2]The practice of schoolkids running across SH2 when leaving the school bus MUST END NOW! Either the kids must stay on the bus and get off on the return journey exiting on the same side of the highway as their home/street is or a parent or caregiver must meet the child if they do not wish to go with that first option. Also, please reduce the speed limit on SH 2 between Paeroa and Tauranga to 80 until such time as safety work, upgradin, four-laning is done.

Other comments:

Listen to emergency services staff. THEY are the ones at the coal-face.[COMMENT 2]Please don't ignore what I've said. State Highway 2 is a DAILY game of Russian roulette, it's that bad. PLEASE, drive it at peak time and after school. You will not believe the chaos.

Document submission	
Document submisison name	

Submission ID	TPOL230
First name	Hamish
Last name	Carnie
Individual or organisation	Individual
Organisation name	
Address 1	686 Whakamarama Rd
Address 2	R.D.7.
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I object to the priority of 11th for the SH2 Te Puna to Omokoroa upgrade in Section 7.4. The priority should be no. 1. Although the road from Wahi to Omokoroa is bad, the short section from Omokoroa to Tauranga is very badly congested and very unsafe. 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. SH2 from Omokoroa to Tauranga has one of the highest traffic volumes and most accident prone sections of a 2-lane state highway in N.Z. and certainly more than any other road in the Tauranga area. In just the last 3 months there have been 3 serious accidents, 2 fatal, between Omokoroa and Te Puna. Surely this safety factor is sufficient reason in itself to give the section of SH2 between Te Puna and Omokoroa highest priority. There has been a significant increase in traffic volumes in just the last year and will keep climbing. Exiting/entering from any side road between Omokoroa and Tauranga is very dangerous with very few breaks in the traffic. Tauriko is being given priority because of the planned new subdivision, yet Omokoroa was given special housing status, and is already growing rapidly, but without the obvious necessity for a prior upgrade to SH2. If it makes sense for a future subdivision in Tauriko, it is totally compelling for Omokoroa. This increase in traffic volumes comes with an increase in Tauranga's overall economic and population growth combined with the population move from Auckland and is forecasted to keep growing fast. It's ridiculous that SH2 is only 2 lanes when it connects two major N.Z. cities within the economic 'golden triangle'. Dunedin got northern and southern motorways 30 years ago when it was a much smaller city. Safety and economic benefits are clear for immediate development and upgrade of the this road. Delays will make the road almost gridlocked and raise the already high accident rate. I can't imagine how bad traffic inefficiency will be and accidents in 10 years if action is not taken now. I can imagine building this road will not be cheap, but it will only be exponentially more expensive in future due to rising land values in this area combined with the complexity of the road will multiple intersections. The sooner it's done the cheaper it will be. It will also save many lives and stop the economic losses caused by the traffic jams that are already badly delaying the public and business efficiency .

Other comments:

Why was SH2 given priority under National but is now demoted under the new government? Surely the statistics and logic drive these decisions, not politics!

Document submission	
Document submission name	

Submission ID	TPOL232
First name	Joshua
Last name	Hodson
Individual or organisation	Individual
Organisation name	
Address 1	242E Minden Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My feedback relates to Section 7.3 - Committed Activities and Section 7.4 Prioritised Activities. My first point of feedback is given that no prioritisation has been given to the committed activities how sure can we be that these committed activities are ensured to proceed, free from political interference? I raise this with regards specifically to the Tauranga Northern Link which I understand to now be on hold at the instruction of the incoming Labour Government. While I am glad to see this listed as a committed activity in the BOPRC Transport Plan, does there need to be more emphasis in the plan on the vital importance of such projects to our region to ensure they are not axed at the 11th hour for political purposes? My second comment relates to Priority #6 in Figure 25 - W2T Waihi to Omokoroa (Safer Corridor). Given the number of deaths (18 since 2012, about 3-4 per year) and serious accidents that occur on this road I believe that greater priority needs to be assigned to the proposed safety upgrades. These upgrades will easily pay for themselves by a reduction in government costs associated with car crashes (e.g. lost work time, hospitalisations, police time etc.).

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL233
First name	Peter
Last name	Burrell
Individual or organisation	Individual
Organisation name	
Address 1	8 Nolan Place
Address 2	Middlebrook
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Emphasis is again being placed on cycleways items 4 and 8,when cyclists can in fact use roads for their past time,motorists on the other hand can only use roads.Most of the roading improvements on the W2T can be fixed by (1)a lower speed limit or more importantly (2)better driving and more policing. By bringing forward the W2T improvements and have them start now,the Omokoroa to Te Puna improvements item 11,would not need to be done at all. At certain times of the day and year,living in Katikati is a nightmare,and trying to get across State Highway 2 impossible and extremely dangerous.The proposed bypass,W2T Katikati Urban,at number 15,is an insult to the people of Katikati who have been lobbying for this to be actioned for many years and are bewildered as to why it continually gets delayed even further. Surely a country which can give hundreds of millions of dollars to support a yacht race,can find the money to make a progressive town on State Highway 2 safer and more liveable for the rapidly increasing population. Signed Peter Burrell

Other comments:

I believe most of the accidents between Tauranga and Waihi are driver related and have nothing to do with the road.I drive Katikati to Tauranga often.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL235"/>
First name	<input type="text" value="Catherine"/>
Last name	<input type="text" value="Mackenzie-Korver"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="88 E Pahoia Road"/>
Address 2	<input type="text" value="RD 2"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The changes required to improve roading on SH2 and the intersecting roads between Pahoia and Tauranga including Whakamarama and Omokoroa need to be urgently prioritised due to the explosive housing developments and subdivisions and unprecedented population growth in the area and the contribution of the growth of the Port of Tauranga and in the population projections in Tauranga itself. SH2 is the road of choice for the majority between Auckland and Tauranga for freight, tourism and commuters. It has Port of Tauranga heavy freight transport using it and now with an increased volume of traffic, the road is no longer safe for our citizens because of the increased number of people using it and its poor design at intersections.

Other comments:

Living here and having a large family using these roads daily I, like many locals am in fear of our lives. The Omokoroa volunteer fire brigade first responders have sirens that go off daily when 10 years ago it was infrequent. I understand this stretch of road claims more lives than any other stretch of road in the country and we must ensure that a priority is made now to correct this.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL236
First name	Tracey
Last name	Mancer
Individual or organisation	Individual
Organisation name	
Address 1	257 D Whakamarama Rd
Address 2	R D 7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The total delay in fixing SH 2 between Katikati and Bethlehem. Why put fixing a possible problem above fixing the dangerous SH2? That piece of road is so busy we can hardly get on to it and it has reached a point where it has a serious accident about every 2nd day cause even greater problems. This stretch of road should be the number 1 priority

Other comments:

Please fix SH 2

Document submission

Document submission name

Submission ID	TPOL238
First name	Sam
Last name	Dunlop
Individual or organisation	Individual
Organisation name	
Address 1	252 D Kauri Point Road,
Address 2	R.D.3,
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Priorities 6. Waihi to Omokoroa Safety

Other comments:

Possibly

Document submission

Document submission name

Submission ID	TPOL239
First name	Juanita
Last name	Meder
Individual or organisation	Individual
Organisation name	
Address 1	480 Esdaile Road
Address 2	RD8
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe the Omokoroa highway project needs to be prioritised in the Draft Regional Land Transport Plan. I have lived in this area for 25 years and have seen a great many changes and growth over the years. The only aspect that has not changed and not grown with the area is the state highway. I am appalled at condition of the highway considering the number of people using it. I have watched more and more houses being built in Omokoroa, and it looks to continue happening for a good while yet, judging by the naked clay there at present. All these subdivisions were given consent by the council, yet the roading has never been upgraded to allow for the population growth. I realise that driver error is often to blame for the many accidents between Tauranga and Katikati, but not everyone who drives these roads is 'a local' who knows that 100km an hour is not always possible on impossibly narrow bridges, skinny little patches of road or potholed areas. Nor do they realise how many major roads are feeding onto the highway, leading to intersections with frustrated motorists, ready to take a chance and pull out in when they think there's a slim chance to do so. Something must be done about the road to make it safer for everyone.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL240
First name	Chay
Last name	Elsmore
Individual or organisation	Individual
Organisation name	
Address 1	16 Owen Place
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

After witnessing the recent crash at the junction of Omokoroa Road and SH2 I was sad to learn that this project has been rated a low priority. The community deserves better - more houses, more people, more cars is surely going to lead to more accidents on this horrible piece of road. I'm scared for my family everytime they drive in and out of Omokoroa . Please ensure this project is moved up the list and made a priority - either that - suspend housing consents until the roads are sorted.

Other comments:

No

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL241"/>
First name	<input type="text" value="Dennis"/>
Last name	<input type="text" value="Cresswell"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8 Coppelia Avenue"/>
Address 2	<input type="text" value="Omokoroa Beach"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Based on the growing population of Omokoroa and the surrounding areas the Tauranga Northern Link needs to top of list for NZTA. As part of the golden triangle for freight transport we need to spend the money in the right areas and the safety for commuters on this route should be No. 1

Other comments:

Document submission

Document submission name

Submission ID	TPOL243
First name	Joseph
Last name	Fagan
Individual or organisation	Individual
Organisation name	
Address 1	74 Margaret Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe item 11 on the list of improvements (WT2 Omokoroa to Te Puna) should be of much higher priority as people are regularly dying on this stretch of road through to Kati Kati. What could possibly be of higher importance than stopping people from dying? Also, public transport in Omokoroa is not being taken seriously. A couple of buses each day to Tauranga in either direction is not a serious public transport offering. Proper public transport should be put in place so people can use it flexibly.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL244
First name	Tracy
Last name	Livingston
Individual or organisation	Individual
Organisation name	
Address 1	654B Whakamarama Rd
Address 2	RD 7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I believe that SH2 (between Omokoroa and Bethlehem) needs upgrading fairly urgently as the traffic density is high, the road is narrow and has a large number of side roads and the speed limit is too high for the type of road. The side roads mostly open on to 90-100 km/hr SH2. There are very few passing lanes. The bridge at Wairoa and single lane up to Bethlehem town is a serious bottle-neck and yet there are hundreds of new homes built or being built at Omokoroa, which will make the situation worse. So either up grade the road, or improve public transport system, or create a separate bicycle lane for e-bikes and bicycles, or something?? Certainly the bicycle route from Omokoroa to Tauranga will be wonderful but not sure if it will reduce congestion on SH2 Te Puna/Bethlehem. There does appear to be a large number of collisions on this section of road - I'm sure its because people drive badly and make stupid decisions but I think this is not helped by the narrow road and lack of passing lanes and number of cars/trucks. I am not sure what the solution is - apart from forcing drivers to be more courteous, more patient, reduce the speed limit to 80 km/hr from Omokoroa, take more cars off the road, increase the number of roundabouts? I suggest using social credit as a means of paying for public infrastructure so we do not increase the debt and interest burden on an already debt laden system. 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:

I find the rubbish by the side of the road quite distressing - borderline OCD! I would stop and pick it all up but I would never get anywhere. Is there a way for RC to reduce rubbish, either by fining those who litter including the rubbish trucks (rubbish flies out the top! or is stuck on the side unnoticed and goes flinging off around a corner), or putting more into cleaning-up road-sides, or doing what has been suggested for glass, having a container deposit scheme for both plastic and glass that encourages people to both pick up rubbish and bring their own rubbish back for recycling, local ban on plastic bags and any other extreme over-use of plastic that we see littering our environment. Also cutting the grass and therefore plastic in the grass means even more tiny bits of plastic going everywhere, there has to be a system whereby the plastic gets cleaned up before the mowers come though. Other countries end up looking like the whole place is a rubbish tip - we don't want that here.

Document submission	
Document submission name	

Submission ID	TPOL245
First name	Nick
Last name	Herd
Individual or organisation	Individual
Organisation name	
Address 1	114 Harbour View Rd
Address 2	
City/Town	omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the Omokoroa highway project prioritized higher than the current ranking of 11. This project needs to be put in place before we have further incidents on this road, and the increase in population along this road is exploding exponentially. If the issue of the road is not fixed sooner rather than later we will have further unnecessary deaths and injuries to our community than what we have experienced all ready.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL246
First name	Tim
Last name	Raeburn
Individual or organisation	Individual
Organisation name	
Address 1	76 omokoroa road
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

How can the sh2 road improvements be pushed back 10 years witj all the deaths and accidents we have had? It is ridiculous.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL247
First name	Sandra
Last name	Alton
Individual or organisation	Individual
Organisation name	
Address 1	28 McDonnell St
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Sect 7.4, chap 7 Everyone is passionate about having the best possible services and facilities in their community. Safety must be a priority. Statistics clearly show SH2 is dangerous.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL248
First name	Annaliese
Last name	Dirkse
Individual or organisation	Individual
Organisation name	
Address 1	56 Margaret Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Omokoroa needs to be a priority. No building consents should be allowed to be issued until the road is modified for the increased traffic flow. It is not meeting demand as it is.. and has struggled to cope for the last 10+ years. It is affecting my ability to do my job as a teaching as I never know if I am going to make it to school on time or not. Aside from personal consequences, the amount of accidents or near misses I have witnessed is shocking.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL251"/>
First name	<input type="text" value="Nick"/>
Last name	<input type="text" value="Goodspeed"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="7 Cavan Close"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe the ranking of the Omokoroa highway project needs to be changed to be in the top 5 and not at the current number 11. The current roading is not fit for purpose, dangerous (statistically the most dangerous stretch of road in NZ) and is already showing itself as unable to support the growing population. It is a major highway for both the trucking industry and tourism, as well as being the main commuter route for thousands of local residents. It is littered with dangerous junctions, lacking the most basic of safety features, and is unforgiving, highlighted by the number of serious accidents, many of them resulting in fatalities. I do not want my family risking their lives daily by driving this stretch of road in its current state, and believe change needs to happen now, to bring this stretch of road up to standard, and not by the implementation of half measures and workarounds.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL252"/>
First name	<input type="text" value="ash"/>
Last name	<input type="text" value="bailey"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="121 harbour view rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We have a lot of new housing going in around our area, this is going to put more traffic on the roads and the infrastructure is not there to deal with this. We need something to be done at the end of Omokoroa Rd onto state highway 2, now , not in 10 years time.

Other comments:

Document submission

Document submission name

Submission ID	TPOL253
First name	Christine
Last name	Grainger
Individual or organisation	Individual
Organisation name	
Address 1	1 Bert Wall Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Priorities: Section 7.4 As a resident of Omokoroa, I am very concerned that the peninsula is being developed at a rate that the road to Tauranga cannot cope with. Before any more development takes place, the Expressway to Tauranga should be given top priority and built as soon as possible. The current road has too many side roads which lead to drivers taking risks to enter or leave these roads. I believe the road is not suitable as a busy State Highway, it is only suitable as a minor road for locals to use. I understand that priority number one for future roads is the Tauriko development. It seems ridiculous to give this road for a future subdivision a more urgent weighting than the Expressway from Omokoroa to Tauranga, where the development is already happening. It is well known as the most dangerous road in the country, and the cost to ACC from injuries and the deaths regularly happening on this stretch of road, must surely mean that the Expressway and flyover at the Omokoroa Road intersection should be at number one. I also feel that giving safety improvements to SH2 as priority number six, is also a waste of time and money. This is not the real issue. The highway traffic needs to be diverted onto an Expressway, so that accidents at the intersections are not caused by lack of judgement on an overloaded highway.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL255"/>
First name	<input type="text" value="Tanya"/>
Last name	<input type="text" value="Van Heerden"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="65 Harbour View Road"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL257"/>
First name	<input type="text" value="Kylie"/>
Last name	<input type="text" value="McKee"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="374 Youngson Road"/>
Address 2	<input type="text" value="RD 7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

I fear the outrage you will face if this continues to be put as a lower priority for the region. Again - people are dying.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL258
First name	Warwick
Last name	White
Individual or organisation	Individual
Organisation name	
Address 1	29 Coppelia Ave
Address 2	
City/Town	OMokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would be interested to know, on what basis our elected regional council members voted to move the SH2 priority to number 11 on their wish list and recommendation to the NZTA. Perhaps these councilors should move to Omokoroa and I feel sure they would change their views. Guess this is too much to ask as I think of the 14 members only one resides in the Omokoroa area? Please advise me how our individual members voted as the outcome of their decisions will be interesting. Could you also please advise me why the speed limit from Pahoia Rd south on SH 2 has not been reduced. Would seem to be a NO BRAINER, when this section of highway passes many (accident at intersection) side roads?

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL259
First name	Phillip
Last name	Palmer
Individual or organisation	Individual
Organisation name	
Address 1	14 Vantage Place
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Council have rightly identified two big issues facing the region: 3.3.6 safety and 3.3.7 Economic Efficiency I my view these issues need to be dealt with urgently as they are interlinked. 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. I believe the Tauranga Northern Link and W2T (at least Omokoroa to Te Puna) should be the utmost priority. Already the route from Omokoroa to Bethlehem is struggling to cope with traffic flows with people taking huge risks to join traffic especially when needing to cross the flow of traffic heading south in order to head north. Omokoroa has hundreds of residential sections coming on-stream and I believe that without significant improvements to the Omokoroa/SH2 intersection there are going to be some serious consequences. Western Bay of Plenty District Council should have halted new development in Omokoroa until the intersection with SH2 was upgraded. Omokoroa is identified as a growth node yet without acceptable access to SH2 it is going to be strangled or worse yet more people will be killed taking risks. This intersection is already a problem. An underpass is the only logical solution to allow right turns into Omokoroa from heading north on SH2 and right turns from Omokoroa headed north on SH2. Large amounts of money have already been spent in the region to address future congestion issues yet we currently have a huge congestion issue that isn't being considered serious.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL260
First name	amanda
Last name	thomson
Individual or organisation	Individual
Organisation name	
Address 1	7 richardson road
Address 2	omokoroa
City/Town	tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There are so many accidents around Omokoroa on the state highway - do you really feel that this road is still fit for purpose (in regards to being as safe as possible for road users and meeting the increasing population needs?)

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL262"/>
First name	<input type="text" value="Talia"/>
Last name	<input type="text" value="Evered"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="6 Shoreview close"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL263
First name	Paula
Last name	Reed
Individual or organisation	Individual
Organisation name	
Address 1	236 Omokoroa road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The SH2 between Omokoroa and Tauranga is a very busy and very dangerous road now. Every day I see near misses with people taking chances getting out onto the road. Everyday there are hold ups on the road and what use to take us 12 minutes to get to Bethlehem now takes us 50 minutes to an hour on a good day. This road need urgent attention and the alternative road needs to be put back on the list as number one not number 11. Tauriko is not urgent - SH2 is. Everyday it is left is another day someone may loss their life on this stretch of road - fix it now before it is too late for another poor family.

Other comments:

Put SH2 between Katikati and Tauranga back on priority road list or have blood on your hands

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL264"/>
First name	<input type="text" value="Nick"/>
Last name	<input type="text" value="McDonald"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="40 Margaret Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Something needs to be done about this road ASAP. The intersection at Omokoroa road and SH2 is used daily by many families I know, including my own. It is not safe and needs urgent upgrading, as does the whole road.

Other comments:

As per earlier. Please consider the families and locals using this road daily. People deserve to be going home at night.

Document submission

Document submission name

Submission ID	TPOL267
First name	Jacqui
Last name	Herd
Individual or organisation	Individual
Organisation name	
Address 1	114 Harbour View Road
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to address the order of priority of the significant improvment activities as mentioned in section7.4 chapter 7. I feel that the low priority of the omokoroa highway up grade is unacceptable. I drive on the road 2-4 times a day and have seen the SH2 become less and less able to cope with the increased traffic, leading to more dangerous driving and massively increased congestion.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL268
First name	Janet
Last name	Caudwell
Individual or organisation	Individual
Organisation name	
Address 1	400 Old Highway
Address 2	RD8
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 has been discussed for more than 20 years with little actual improvement. It is now uneconomic for our major exports of kiwi fruit avocados and forestry due to road traffic hold ups, Education is disadvantaged by school bus delays, Emergency service callouts are weekly to road events, Medical services are more stretched as a consequence and road users are frustrated and unable to make reliable appointments for business health or social events in either Katikati or Tauranga. As Tauriko, formerly deemed unsuitable for development, has not yet been properly planned the upgrade to the Omokoroa intersection, Barrets Road intersection and the Katikati bypass needs ACTION now. I have held a driving licence for more than the age of the decision makers and driven on the local roads during that time and see the result of procrastinating. J Caudwell [COMMENT 2]Omokoroa SH2 junction and Katikati bypass need to be prioritised as URGENT. They have been discussed for 20+years.The economic needs of the area for transport of kiwi fruit avocado and forest products are compromised, Education is compromised by delays for trucks and buses. Safety and medical services are stretched by the high accident rates. The general public is frustrated by delays through the route and often use risky driving methods to negotiate their trips adding to the problem. Katikati town, a growing satellite town, is compromised by the high volumes of heavy traffic n main street preventing normal business and lifestyle enjoyment,and adding to the costs of transporting goods by dealing egress through the route. Tauriko planning has not yet begun and can be deferred. It should not be the 1 on the list of projects. New housing should not take priority over established housing and business networks.

Other comments:

At the least look at speed limits on highways and engineer town roundabouts to accommodate large transport.[COMMENT 2]Long term residents of the area have provided the current stability of the area and their views should be respected and recognised.

Document submission	
Document submisison name	

Submission ID	TPOL269
First name	Howard
Last name	Cross
Individual or organisation	Individual
Organisation name	
Address 1	94 Hamurana Road
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Hi I am very concerned that the SH2 Te Puna to Katikati road project has been put so far down the priority list. In view of all the negative national media reports lately, it seems beyond belief that this has happened. I have no need to inform you about the deaths and accidents that continue to plague this section of roading but would remind you that the longer these improvements are deferred then those responsible for the decision would bear a measure of the responsibility of future deaths and injuries I hope that this would help you to reconsider the decision Thank You

Other comments:

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

Document submission

Document submission name

Submission ID	TPOL270
First name	Penelope
Last name	Stockwell
Individual or organisation	Individual
Organisation name	
Address 1	214 Plummers Point Road
Address 2	
City/Town	Omokoroa, Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish the council to put the upgrade of State Highway 2 higher up the priority list. I have lived at my current address for the last 32 years and am aware of a proposal to upgrade the road to a four lane highway at least 20 years ago. I have witnessed many fatal accidents on the road over the last few years and with the development at Omokoroa the traffic volumes are only going to get worse. I am unable to work in the city as I am unable to get to work on time. I work from home for a few hours a week, but need more work to survive. Even at the weekend I have difficulty getting on to the highway to travel into town as the traffic is backed up. Please put the upgrade of the road higher up the list, on the top if possible! Penny Stockwell

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL274"/>
First name	<input type="text" value="Bruce"/>
Last name	<input type="text" value="Clark"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="43a Vivian Drive"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I think it is ridiculous to rate Tauriko st number 1 for future congestion, State highway 2 is a tired old highway that is long overdue for an upgrade , this highway needs upgrading now as the traffic volumes have existed for some years , not what they might be in the future , but they are here and now , the wording of the reason for Taurikos number 1 ranking must be an embarrassment to the council , Sincerely Bruce Clark

Other comments:

To upgrade State highway 2 is surely a no brainer , it takes about an hour to go 23 km ,same morning and night

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL275
First name	Kristy
Last name	Cockerill
Individual or organisation	Individual
Organisation name	
Address 1	62 Plummers Point Road
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want to change the ranking of the Omokoroa highway project/bypass from where it sits at #11 in the Draft Regional Land Transport Plan - to the Top 5. It is the worst road in New Zealand and there have been too many accidents/injury's and deaths happen on this stretch of road. Unfortunately for my family and myself, there is no other alternative road to use, so I travel on this road up to 4 times a day. I have sons that will be driving soon and I am terrified of them driving on this road. There are so many more cars and trucks using this road daily and the number keeps growing. The basic fact is that this road is not up to handling this amount of traffic. So lets do something about it.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL276
First name	Catherine
Last name	McDonald
Individual or organisation	Individual
Organisation name	
Address 1	40 Margaret Drive
Address 2	RD8
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I understand that with the BoPs rapidly increasing population it is hard to keep up with the infrastructure needed. However one of the major priorities must surely be safety of the population. In the Draft Plan priority is given to several roading projects in the Tauriko area. I understand there are huge problems in this area in relation to traffic flow (I go this way once a week during afternoon peak hour traffic) however, it is rare to hear of accidents causing injury and death on these roads. Surely the high rates of deaths, and serious and minor injuries, occurring on the Bethlehem - Waihi corridor should make it a higher priority? For those of us who live in this area and use this road, and it's adjoining roads on a regular basis, driving has become a stressful and anxiety inducing experience. I have a 7 year old and a 9 year old and the thought of having an accident whilst they are in the car is terrifying. What makes it worse is that you can be the most careful driver ever but you never know what other cars are going to do due to pulling in and out of the many side roads, poor visibility, frustration at not being able to cross the traffic, speed (both excessively fast and excessively slow) and the dangerous entrances to the Whakamarama shops and Gull Service Stations. The rapid increase in traffic volume has exacerbated this immensely in the 5 years I have lived in Omokoroa. 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:

The idea of a seperate 4 lane highway between Tauranga and Katikati seems the most logical option as it will future proof the areas roading system to allow for the long term population growth that the Councils are actively pushing.

Document submission	
Document submisison name	

Submission ID	TPOL277
First name	Peter
Last name	Gavin
Individual or organisation	Individual
Organisation name	
Address 1	63
Address 2	Lynley Park Drive
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There are safety improvements needed already for the Te Puna to Katikati Rd. With the traffic density set to increase around 10% per year short term plans need to be made now. The Omokoroa SH2 corner also needs a reduced speed area to reduce accidents now, and to cope with the increased SH2 and Omokoroa Rd traffic density.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL278
First name	Bruce
Last name	Harvey
Individual or organisation	Individual
Organisation name	
Address 1	18 Youngson Road RD8
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

At a recent meeting held in Omokoroa to discuss the future development of SH2 between Omokoroa and Te Puna and changes to be made to the intersection of SH2 /Omokoroa Road/ Youngson Road. From this meeting I came to the decision that nothing was going to happen in the next 10 years in relation to these two roading projects, even though it was mentioned from the panel comprising WBOP Council and BOP Regional Land Transport Forum members that the section of SH2 between Katikati and Tauranga was one of the most dangerous roads in New Zealand as evident by 19 deaths,35 serious injuries and 94 other incidents in the last 5 years. Draft Bay of Plenty Regional Land Plan 2018 states the following: Page 51. Clause 4.2.2. Police activities. Indicates that "in particular,police will focus on SH2 (Katikati - Bethlehem) - targeting the recent increases in deaths and serious injuries on this corridor and again Page 92. Chapter 7. SH2 Waihi to Tauranga Corridor Programme, talks of supporting growth along one of New Zealandshighest risk and fastest growing travel routes..... Page 112. Investment Logic states that 25% of benefit of rating will be given to Improved economic performance and 45% of benefit rating will be given to better quality of life for BOP residents while 30% of benefit rating for increased safety. DOES THIS MEAN THAT LIVES OF THOSE OF US WHO HAVE TO USE THIS SECTION OF SH2 ARE VALUED LESS THAN GETTING FREIGHT TO THE PORT OR BETTER QUALITY OF LIFE FOR THE OTHER 100,00+ WHO LIVE IN THE BOP BUT MAY NOT HAVE TO USE THIS SECTION OF SH2

Other comments:

NO COMMENT

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL279"/>
First name	<input type="text" value="Rachael"/>
Last name	<input type="text" value="Laver"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="20 Hamurana Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Unfortunately I do not have time to read in detail the proposed Regional Land Transport Plan 2018 however my understanding is that the two Whakamaramara and Omokoroa intersections off SH2 are not priorities. SH2 from Bethlehem to Katikati is no longer viable in its current state to handle the huge volumes of traffic on it. The intersections at Whakamaramara Road and into Omokoroa are extremely hazardous turning points due to very poor visibility relating to oncoming traffic especially now that traffic volumes are at its highest and will continue to rise. I own a property at Omokoroa and frequently visit to check on matters. I feel that each time I turn into Omokoroa Road off SH2 I am endangering myself and children. Rather than prioritisation I think there should be an URGENT list of sections of road that must be attended to regardless. These two intersections should be put on this list.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL282"/>
First name	<input type="text" value="Nicola"/>
Last name	<input type="text" value="Raeburn"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="76 Omokoroa Road"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

What is the "magic number" of deaths that we need to reach to finally prompt action into improving SH2 safety? I assumed that officially being the most dangerous road in the country would be enough, but clearly not. This should take priority over every other project and commenced immediately. What are you waiting for?

Other comments:

I am disgusted with the lack of action on SH2, someone needs to grow a backbone, stop blaming everyone else and get the job done.

Document submission

Document submission name

Submission ID	TPOL283
First name	Karen
Last name	Smillie
Individual or organisation	Individual
Organisation name	
Address 1	444 Lund Road
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a fairly recent arrival to the rural outskirts of Katikati (moved here 2.5 years ago), but a born and bred Tauranga girl who served time in the metropolis of Auckland for employment reasons, I was literally gobsmacked by the issues blighting State Highway 2. The appalling congestion, which is only set to worsen as more people move into the Waihi to Te Puna area means the outrageously low ranking of 11 given to the W2T Omokoroa to Te Puna project is laughable. Public transport is simply not an option for this corridor so the construction of a four lane highway with a grade separated interchange needs to be elevated in importance. This highway is choking. As the timescale for any roading works is going to be significant, and the problem will negatively impact productivity for thousands of people in the coming years before it gets better, I implore the decision makers to push this up the ranking into the top 10. 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.

Other comments:

Thank you for providing the feedback platform.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL284"/>
First name	<input type="text" value="Rochelle"/>
Last name	<input type="text" value="Prime"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="331 Lockington road"/>
Address 2	<input type="text" value="Aongatete"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State highway 2 needs much more urgency. It's an old road that has high volumes of traffic. The people pulling out of side roads and driveways are so dangerous, the road is narrow and basically an old country lane, not a state highway. The Bridges are too narrow, and the surface of the road is poor. The traffic flow from Te Puna into town is appalling with the traffic backing up from Bethlehem. The whole road needs some attention, but the corridor from Tauranga to Katikati is clearly just ANOTHER accident waiting to happen.

Other comments:

Document submission

Document submission name

Submission ID	TPOL285
First name	James
Last name	Redwood
Individual or organisation	Individual
Organisation name	
Address 1	346 Levers Road
Address 2	Matua
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The ranking for the Omokoroa Bypass Project needs to be put up above #6 because of the cost to Tauranga's productivity of the worsening rush-hour traffic. I commute to Waihi every day, so this does not effect me directly, but I have seen the line of traffic every morning grow rapidly over the last two years, from Te Puna to Omokoroa.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL286
First name	Leanne
Last name	Muir
Individual or organisation	Individual
Organisation name	
Address 1	144 Munro Road, RD7
Address 2	Te Puna
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Road improvements on SH2 between Omokoroa into the city of tauranga are absolutely essential, and it's crucial this is given the level of importance it deserves. We have resided in Te Puna - just off SH2 for 14 years. In that time we have seen the volume of traffic more than treble, accidents almost weekly and deaths too frequent. The volume of delayed traffic becomes massive daily, people become impatient. Accidents happen. Trying to exit the side roads into SH2 is like playing Russian roulette. 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. Quite simply the decision to increase housing in OMOKOROA was nuts. More cars and people....more accidents on one small provincial road we call a State Highway. Please get this road sorted. It requires urgency.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL287
First name	Alan
Last name	Goodyear
Individual or organisation	Individual
Organisation name	
Address 1	320 Ongare Point Road
Address 2	Tahawai
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

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, especially with regard to Katikati Urban. The change in title to Katikati Urban implies that wider aspects for the town itself are taken into account, rather than just SH2, but that is not shown in the priority that is proposed for the project. To give Katikati Urban the priority of 15, with only land purchase and minor planning done in the 6 Year Programme, is ridiculous, meaning that it will be at least ten years before the bypass is completed. In recent years the local and through traffic in Katkati has increased enormously, and this growth is likely to continue or accelerate. How is the situation going to evolve in the next ten years? It seems that over the years Transit has been happy to delay the bypass, hoping that Katikati congestion will persuade more traffic to use SH29 over the Kaimais. This appears to have failed, at least to some extent, as this costs more for trucks, and so they will continue to use SH2. Without the noise and fumes of through traffic Katikati township would be a pleasant place to pause, shop and visit, but now it is an environmental and social disaster. The community deserves better from our regional and national planners. Regardless of the proposed safety improvements, the section of SH2 between Katikati and Bethlehem will always be difficult and dangerous, because of the mix of traffic, numerous intersections, gradients and curvature. The only project that would give early relief to locals and through traffic is the Katikati bypass. It should be started and completed in the 6-Year Programme.

Other comments:

NO COMMENT	
Document submission	
Document submisison name	

Submission ID	TPOL292
First name	Hamish
Last name	Murray
Individual or organisation	Individual
Organisation name	
Address 1	48 Kayelene Place
Address 2	Omokoroa RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Move the W2T Omokoroa to Te Puna (currently number 11 on the list) up to number (at least) 3. Peak hour and general congestion on this main access to Tauranga and the wider bay of plenty is costing our region millions of dollars a year, and is holding Tauranga/the Bay back from performing at its best. The road is dangerous because of the volume of traffic using it and the limited room to make errors of judgement (which invariably we do as human beings). Perhaps people with family connections to politicians and NZTA management and others have to actually die on this road before action is taken - it seems there needs to be an emotional (as opposed to a financial) reason for executive government to engage seriously on this proposal. The country has taken the value of our citizens lives seriously with new seismic rules for buildings after the collapse of buildings in the Christchurch earthquake. Why must we wait for a five-vehicle fiery car crash at Whakamarama before things are done to this road? Placing economics before the safety of individuals is selfish and thoughtless.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL293"/>
First name	<input type="text" value="Grace"/>
Last name	<input type="text" value="Anderson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="204 busby road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL294"/>
First name	<input type="text" value="Michael"/>
Last name	<input type="text" value="Aspey"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="17 Hamurana Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the planned work for SH2 given higher priority. Living in Omokoroa which is an expanding suburb in the Western Bay, I am concerned both by the volume of traffic commuting into Tauranga as well as the dangerous nature of the road that sees a growing number of accidents and fatalities. I moved to this lovely place as we were under the understanding that SH2 would be receiving upgrades soon. In order for the economy to grow and thrive I would like to see the improvements go ahead ASAP.

Other comments:

Document submission

Document submission name

Submission ID	TPOL295
First name	Sarah
Last name	Hutchings
Individual or organisation	Individual
Organisation name	
Address 1	25 Tamworth Crescent
Address 2	Newlands
City/Town	Wellington
ZIP/Postal Code	6037

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The bypass for Katikati is essential the delays at peak seasons is absolutely ridiculous and getting safely across the road in katikati especially with the aging population is very difficult even in non peak time

Other comments:

Please prioritise the bypass at Katikati

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL296"/>
First name	<input type="text" value="Kathryn"/>
Last name	<input type="text" value="Price"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="235 Ross Rd"/>
Address 2	<input type="text" value="RD7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

From 2012-2016 the section of road on SH2 from Katikati to Tauranga has seen 18 deaths, 35 serious accidents and 95 minor ones - the greatest number on any New Zealand road during the period. Of course the fatalities is the most important reason for doing something to this road immediately, whether it be to: 1. Reduce the speed limit to 80 km/h immediately, until a new road is built. 2. A new road commenced as soon as possible. The next issue is the traffic congestion which is already an issue, and given there are thousands of new homes going into Omokoroa, this issue will only increase in the next 2-3 years and beyond. Not travelling daily in peak traffic, congestion is not a major concern for me, but it is for many. However, I'd like to think I have a good chance of not being killed when I do choose to use this section of SH2.

Other comments:

PLEASE. PLEASE. PLEASE. Do something about this road NOW! Even if to REDUCE THE SPEED LIMIT TO 80KM/H IMMEDIATELY! Thank you, Kathryn

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL298
First name	Shane
Last name	Floyd
Individual or organisation	Individual
Organisation name	
Address 1	108F
Address 2	Kauri Point Road
City/Town	Kati Kati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It disgusting they have put the priority of the safety work on state highway 2 between Tauranga and Kati Kati back. New subdivisions should be halted and no more impact fees should be charged until the infrastructure is in place to cope with this. I think the improvement work on this road should be high priority before more people die.

Other comments:

Winston Peters promised the people of Kati Kati before the election that if he got into government they would get there bypass. Honour It!

Document submission	
Document submission name	

Submission ID	TPOL300
First name	Christine
Last name	Jordan
Individual or organisation	Individual
Organisation name	
Address 1	58 Winroy Grove
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass ranking needs to come up in the top 5. Because we have needed it for 20 years but now we desperately need it to be able access town in the summer and at peak time without the traffic backing up sometimes 4 kms to Kauri Pt road. And because we need to be able to drive around town without waiting for ever to cross the road, or change direction, or come out of a park... all that in a safe manner as well

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL303
First name	Sarah jane
Last name	Little
Individual or organisation	Individual
Organisation name	
Address 1	78 Prestidge RD
Address 2	RD4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the priority status for improving State Highway 2 to be significantly increased from 11th place to one of the top five most important roading plans to be implemented in the very near future. We who travel SH2 everyday, take our lives in our hands as we pull out onto this increasingly busy and dangerous road. How many more people need to die before our council does something about this issue? You are aware of the dangers and risks, so please help the situation before more people move to our area and increase the road traffic, and likelihood of an accident.[COMMENT 2]SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Sarah Jane Little

Other comments:

Do it.[COMMENT 2]Do it.

Document submission

Document submission name

Submission ID	TPOL305
First name	Melissa
Last name	Clarke
Individual or organisation	Individual
Organisation name	
Address 1	1197 State Highway 2 Whakamarama RD2
Address 2	
City/Town	TAURANGA
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Needs to be done NOW!!! too many lifes 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.

Other comments:

Yes get it Done simple as that!!!

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL306"/>
First name	<input type="text" value="Peter"/>
Last name	<input type="text" value="Musk"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Coppelia Ave"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa Beach"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe strongly the Omokoroa to Te Puna 4 laning and an absolute must do as a national priority. This simply must be progressed, as the accident rates & costs of congestion are so much higher than for projects for example the improvements suggested for Tauriko. Please bring common sense to the table and escalate the priority for fixing this terrible piece of roading. Any further delays in the long promised improvements will surely discredit all those associated with any further delays I believe. Please listen to the community.

Other comments:

Document submission

Document submission name

Submission ID	TPOL308
First name	Sarah
Last name	Stewart
Individual or organisation	Individual
Organisation name	
Address 1	38 Munro Road
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I find the order of priority of great concern. Number 11, which includes improvements from the Bethlehem to Katikati stretch of road should be Number 1 on the list. As a resident on this stretch of road I have serious concerns regarding this road. It is of grave concern that the council will approve land development with huge population increase yet not improve the road on which they travel. Every day I fear for the safety of friends and family driving this road. Every time there is a siren my heart sinks. I have myself been in an accident caused by an inattentive driver. I have also attended a fatal accident on this stretch of road. This road is identified as one of the most dangerous roads in New Zealand and for this to be number 11 on the improvement list is unacceptable. Not to mention the long queues of traffic. Travelling with little children and babies and having to allow 30 minutes, in non-peak times, to travel 6.5km is also a challenge that wasn't there 12 months ago. It is imperative that this becomes priority number one and a road designed to cope with the population is created. In the meantime it is essential that temporary measures are put in place including right hand turning bays and reduced speed limit.

Other comments:

Please deal with the most life threatening stretches of road before dealing with the ones that add greater lifestyle such as the cycle way. People need greater security when travelling on the Katikati to Bethlehem stretch of road.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL311"/>
First name	<input type="text" value="Craig"/>
Last name	<input type="text" value="Clarke"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="1197 state hwy 2"/>
Address 2	<input type="text" value="Whakamarama"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It makes no sense that this road is so far down the list when it has the highest deaths injuries etc. We have to take risk just entet and exit our property every day. Just bloody fix it

Other comments:

Document submission

Document submisison name

Submission ID	TPOL312
First name	Amanda
Last name	Richardson
Individual or organisation	Individual
Organisation name	
Address 1	461D Minden Rd, Te Puna
Address 2	none
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want to change the ranking of the Omokoroa highway project from where it sits at #11 in the Draft Regional Land Transport Plan - to the Top 5. It is a very dangerous piece of road and it cannot cope with the current volume of traffic using it

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL313
First name	Grant
Last name	Sutherland
Individual or organisation	Individual
Organisation name	
Address 1	19 Hanlen Ave Waihi Beach
Address 2	Shop 8 Cherry Court, 30 Main Rd
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati by-pass needs to be put into the top priority of projects (1-5) on the current list. For too many years Katikati has frustrated both those driving through the town and those living and shopping in the town by not having a by-pass to split SH2 users. In particular, the heavy trucks that travel SH2 as a preference to using what LTSA consider "the preferred route SH29". Furthermore, Katikati may have once been a Stage Coach Post, but it has grown into a town of almost 10,000 people. To have a Main Street flooded with noisy traffic goes against every rule of aesthetics, sensibility, safety, and desirability. Presently, without any commitment in the short to medium term, to provide a by-pass, Katikati finds itself hobbled by the inertia lack of commitment by many. Historically, some retailers have vetoed the idea of a by-pass and the divide and rule mantra has reared its ugly head. If Katikati was your own house, it would be like having to go through an occupied toilet to get from the living room to the kitchen. It just doesn't make sense. And on the way you could get inconvenienced by the convenience. Please give this project the priority it deserves.

Other comments:

Please understand that this has gotten beyond political party nonsense, public pressures, vested interests and money ?? lobbyists. We need to put this project to the very top of the roading agenda

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL314"/>
First name	<input type="text" value="Katherine"/>
Last name	<input type="text" value="Kittson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="26a Pahoia road"/>
Address 2	<input type="text" value="Rd 2"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Immediate action needs to be done to address the safety of State highway 2. Accidents almost daily, deaths weekly. Te puns to waihi needs work now not in 10 years. This should be number one on the list.

Other comments:

How many lives will it take before you realise this is reaching crisis point?

Document submission

Document submission name

Submission ID	TPOL316
First name	David
Last name	Woodhouse
Individual or organisation	Individual
Organisation name	
Address 1	7 Myrtle Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There needs to be urgent action regarding te Omokoroa/SH2 dangerous junction. Traffic lights to control the flow may be helpful but due to restricted visibility they probably wouldn't work. A roundabout - plain and simple - not as flash as Te Puna/Minden could help. The contractors in Omokoroa have built a new roundabout with minimal disruption to the increased traffic flow in and out. Once Downers got their fingers out, the Te Puna/Minden roundabout was completed after many months of misery for drivers. To have this dangerous junction classed as number 11 on the priority list is as ludicrous as it is useless. Whoever drew up that list needs to spend some time at the junction. Incidentally, has ANYONE from the appropriate authorities been there at the morning rush hour? It is time for action. Stop shilly shallying around and get on with it before there are more accidents and deaths

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL318
First name	Merle
Last name	Foster
Individual or organisation	Individual
Organisation name	
Address 1	24 Park Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am submitting on this plan as a mother. It is very obvious to me that no one who has compiled this plan and believes the top 15 priority projects being listed this way lives in Katikati. Many times I have nearly been hit by traffic with my daughter in the pram when trying to cross SH2 in the township. Yes we have a pedestrian strip with traffic lights but is it fair that we can only cross our town in one place? And doing so backs up traffic hugely along the highway. Also I don't walk the MainSt as it is plagued with fumes from the vehicles and trucks stopping and waiting at the pedestrian lights. If driving you cannot turn right on the State Highway from pretty much Bethlehem right up through to Waihi. If you try - especially in the Katikati area - you risk your life doing so every time. To think a cycleway is prioritised as number 4 on the list and the Katikati bypass - or W2T Katikati Urban as it is now called - is listed last at number 15 is simply offensive to the residents of Katikati. We risk our lives whether driving or walking near and through our town daily. We need this project at least in your top 4 projects - and put simply at least above a cycleway. SH2 from Waihi to Tauranga has seen massive growth in vehicle numbers in the last five-plus years. More and more people are moving here from Auckland - and their family and friends are also traveling down here to visit etc. But even as our population and economy grows still authorities such as BOPRC simply do nothing to influence improvements to the road via NZTA on this corridor. Well, that's how it feels behind the steering wheel. And put simply - Katikati is sick of it. Our town needs a bypass for the safety and health of residents and the people who travel through it alike. 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. Yes drivers need to navigate the highway in a safer manner but so many places on this road it is narrow, winding and there is simply nowhere safe to pull off or pull over if something goes wrong. While some may find my submission abrupt, I just feel that the Katikati community -as has the Omokoroa community - has really spoken up and campaigned and begged the authorities to listen and act on resolving our roading plights in recent years and this draft Regional Transport Plan just shows no one has listened. Or our regional council - that represents us - has listened and decided to do nothing to make SH2 from Bethlehem to Waihi a priority. Thank you for reading my submission.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL319
First name	veronica
Last name	peers
Individual or organisation	Individual
Organisation name	
Address 1	76 harbour View road
Address 2	
City/Town	omokoroa, Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Omokoroa to Te Puna SH2 improvements. Change in priority to the Top 5. In the 5 years I have lived in Omokoroa I have been disturbed by the number of call outs to road accidents my partner as part of the volunteer fire brigade has gone to. Commuting daily to work, the increase in traffic to at times being back to Omokoroa from Bethlehem is ridiculous. And with the high volume of housing being built it scares me to think about how this will further impact the traffic and safety in this stretch of road. The multiple unsafe junctions on and off of SH2 in this little stretch is very unforgiving and it seems weekly there are incidents happening and too often fatalities or crashes that cause long delays. We have been promised a connection by passing Te Puna and connecting from Loop Road to Takitimu Drive, we surely can not keep waiting till Omokoroa population has grown 480% till action is finally taken on this. The thought of turning right at busy times from omokoroa to SH2 is something which is not considered taken lightly. Please reconsider and given this project the priority it deserves. many thanks Veronica Peers

Other comments:

no

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL321"/>
First name	<input type="text" value="Lara"/>
Last name	<input type="text" value="McKenzie-Potter"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="23 Hamurana Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 Katikati to Tauranga needs to be moved into top priority category now!!! We are highly concerned with the safety of SH2 since the mainly single lane highway has, reportedly, one of the highest traffic flows of any State Highway in NZ that has not been upgraded to four lane standards. We believe the Omokoroa development should not have started before SH2 was of a standard to handle this traffic. This should now be fixed before Tauriko is prepared for its potential expansion. Therefore, we believe that on page 13 of the full draft plan, the priorities 1 and 11 should be reversed so that the mess that already exists here is corrected now.

Other comments:

Document submission

Document submission name

Submission ID	TPOL324
First name	Carolyn
Last name	Keith
Individual or organisation	Individual
Organisation name	
Address 1	18 Myrtle Drv
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Omokoroa has been my home for 14 years. In that time, it has grown, but has still managed to maintain its 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. Please, increase the priority for this road to be a safe option, and give us an alternative route. I would welcome the opportunity to speak to my submission, however I work in the Kiwifruit industry, and will be heavily involved in harvest, with no option to take time off during your submission period. If any of you are unsure if SH2 is actually as bad as we think it is, please come and share the daily commute with some locals, not just once, but a couple of times. Come and talk to our Fire Fighters and First Responders. Actually face up to the people who risk their lives daily, and tell them why it's not a priority.

Other comments:

A safe road, and an alternative route. We need both.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL325"/>
First name	<input type="text" value="Ken"/>
Last name	<input type="text" value="Holyoake"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="20 Kayelene Place"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

The way of waiting until there are deaths on a road so this brings enough points to warrant an upgrade is terrible. We all hope it is not a family member or friend who dies next.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL327
First name	Fiona
Last name	Jackson
Individual or organisation	Individual
Organisation name	
Address 1	358 youngson road
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The order of priority for new road to replace SH2. To prevent the deaths and accidents. New housing in Omokoroa means more traffic on road need to cater for this influx

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL328"/>
First name	<input type="text" value="Philip"/>
Last name	<input type="text" value="Christophersen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="22 Uretara Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3219"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

What's happening on the Katikati bypass? It's been going on for many years, submission after submission, meeting after meeting. Enough. JUST DO IT.[COMMENT 2]What is happening with the Katikati bypass? There have been enough queries, submissions, hearings, etc. Just do it.[COMMENT 3]I wish the people in charge of the Tauranga to Waihi road would take some responsibility with the safety of those using this road. It is the only road between Auckland, our biggest centre, and Tauranga our fastest growing and presently our 5th biggest one. Really, it is a 60kmh one, NOT a 100kmh. You have built the Mt Maunganui to Te Puke 4 lane highway, now how about the most important one? All the work was done by the National Party, now just do it.

Other comments:

Yes, how about holding up the development of Highfields until AFTER the road going onto SH2 is done. It is stupid allowing 61 houses to be built, then fixing the road.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL329
First name	Christian
Last name	Richardson
Individual or organisation	Individual
Organisation name	
Address 1	461 D Minden Rd, RD6, Te Puna
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see a change in the priority list of projects. It is not acceptable to have the main route from the North of Tauranga slip down the list. The proposal that SH2 should be not one of the main priorities is ridiculous. The reasons for the improvements should be looked at on at least 2 fronts - the safety (or lack thereof) of the current road, the number of accidents, minor and major is growing. Coupled with this, the ever-increasing volumes of traffic trying to get to Tauranga in the morning and then return in the evening, mean that it is not unusual for a journey time of 40+ minutes from Te Puna to Mt Maunganui - the majority of this time is stuck nose to tail from Te Puna onwards. I can only be pleased that I do not live out towards Omokoroa. When the crashes and traffic combine, the only road into town is closed - recently this has happened with 2 logging trucks over-turning and the closure of the bridge today (12/3) after a police chase. However, I send my children to Omokora Number 1 school, and their safety on the trip to and from school is always the highest of my concerns. Reducing unnecessary traffic on the road by creating a bypass and improving safety is of the highest priority.

Other comments:

Instead of SH2 dropping down the order it should be the main priority.

Document submission

Document submission name

Submission ID	TPOL330
First name	Michelle
Last name	Bond
Individual or organisation	Individual
Organisation name	
Address 1	30 Gill Lane
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

TNL upgrade Every day I drive out onto SH2, I am becoming more and more concerned. The amount of cars on this road and the accidents is just getting crazy. People are taking chances and risks due to the amount of traffic on this road. To hear the northern link is down to priority 11 is very concerning. The traffic is just going to get worse. Yes I understand there are other issues in Tauranga but with this road, we are talking about lives. I am a mother of three young children. We want to remain a family. The TNL needs to to be a priority, definitely if not No 1, then in the top 5 roads to be addressed and actioned. Please make our road a road that we feel safe on.

Other comments:

Action the TNL	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL331"/>
First name	<input type="text" value="Shonagh"/>
Last name	<input type="text" value="Harris"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="230c waipapa block rd"/>
Address 2	<input type="text" value="Rd8"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL332
First name	Peter
Last name	Ewart
Individual or organisation	Individual
Organisation name	
Address 1	10 Beach Grove
Address 2	10 Beach Grove
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. The road is approaching capacity and growth is scheduled in the area it services. The problem manifests itself at intersections for the average motorist and the road between Katikati and Tauranga is known to be the most dangerous in the country. Capacity and safety improvements are required as a matter of urgency and we submit that it's ranking should be far higher in your list than Number 11.

Other comments:

No

Document submission

Document submission name

Submission ID	TPOL334
First name	Michael
Last name	Christie
Individual or organisation	Individual
Organisation name	
Address 1	2/15 Eltham road
Address 2	Kohimarama
City/Town	Auckland
ZIP/Postal Code	1071

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

State highway 2 needs development to make it safer. Katikati should be bypassed and the turn off from Munro road Te Puna is scary. A safer turning option to get towards Tauranga is desperately needed. Too many fatalities have happened.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL335
First name	Zoe
Last name	Bartlett
Individual or organisation	Individual
Organisation name	
Address 1	5e Tui glen
Address 2	Omokoroa rd2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Change the rankings of the priority list for the omokoroa to Tauranga bypass to the top 5. I have only lived here since January and on average the road has been closed every weekend due to an major incident causing injury or fatalities. My kids will be needing to drive on this road soon enough I can't bear thinking of it I will fear for there lives every time they go out.

Other comments:

NO COMMENT

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL336"/>
First name	<input type="text" value="Vicky"/>
Last name	<input type="text" value="McGinity"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="41 Te Karaka Drive"/>
Address 2	<input type="text" value="Whakamarama"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3174"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

W2T Omokoroa to Te Puna (Transformed) - Ranking Number 11 This roading proposal needs to be lifted from ranking number 11 to ranking number 1. This is a treacherous piece of road with deaths and serious injuries occurring at an alarming regular rate. I hate driving on the road. Fix it, make it safe for the community. We shouldn't feel like we are playing 'Russian Roulette' every time we drive on this road. Make this your number 1 roading priority and get on with fixing it now.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL337"/>
First name	<input type="text" value="Melanie"/>
Last name	<input type="text" value="Weir"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="92 Hamurana Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL338"/>
First name	<input type="text" value="Amy"/>
Last name	<input type="text" value="Gough"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="76 Mc Millan road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The katikati bypass desperately needs to be bumped up the list!! The level of traffic in our town is insane and needs fixing now not in 15 years time.

Other comments:

Please listen to the public we need this to happen and we feel like no one is listening.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL339
First name	Blair
Last name	Knowles
Individual or organisation	Individual
Organisation name	
Address 1	47 Plummers Point Rd
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The main highway between Waihi and Tauranga is not fit for purpose. The proposed changes are urgent. As a resident and as an Auckland commuter I see daily the dire need in terms of both safety and congestion. This is an obvious no brained and as residents it baffles us why nothing is done year after year. The longer it goes on the more fatalities there will be so let's get it sorted ASAP.

Other comments:

Use tolls if you have to. Just get the Waihi - Tauranga expressway built.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL341"/>
First name	<input type="text" value="Megan"/>
Last name	<input type="text" value="Reeves"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="7 Rosemary pl"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati bypass needs to be a priority as a local it is getting increasingly difficult to go about daily business not to mention the smog! Trucks rattling thru town... our kids aren't safe both cars and trucks are often doing more than 50kms thru town. And why is it that we go from 100 to 50 coming into town from tauranga - it takes drivers ages to get to the sooner limit - why aren't all towns similar to this 100/70/50 zones

Other comments:

Please don't let this take another 10 yrs! Also driving State highway 2 between Katikati and tauranga is like literally driving the gauntlet!

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL344"/>
First name	<input type="text" value="Nick"/>
Last name	<input type="text" value="Seal"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="85 Kayelene Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The activity recorded as W2T Omokoroa to Te Puna (Transformed) should be moved to top priority. It is such an overloaded and dangerous stretch of road. The number of life's lost to this stretch and the number that will be lost should immediately move the timing of this work to top priority.

Other comments:

Document submission

Document submission name

Submission ID	TPOL345
First name	kaye
Last name	hartley
Individual or organisation	Individual
Organisation name	
Address 1	119a sharp road
Address 2	rd2
City/Town	katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We want the Katikati Bypass ranking on the Priority List for projects changed to the Top 5. SH2 is an very dangerous road with high accident rates. The Bypass will help to improve the safety of the road and remove major trucks/traffic going through a shopping area

Other comments:

no

Document submission

Document submission name

Submission ID	TPOL346
First name	Christina
Last name	Robinson
Individual or organisation	Individual
Organisation name	
Address 1	Robinson
Address 2	382 Lockington Road
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The order of the priority of Upgrades to SH2 and the Katikati Bypass. This Highway has already been recognised of major concern. I don't want to loose a member of my family because as a country we failed to consider all the people who live and work off this main arterial heavy traffic route. I am a prisoner in my home during holiday season as the highway is clogged with holiday makers AND the usual heavy vehicle traffic. The bypass is a no brainer, the land is available, work can begin straight away only 2 x properties left to negotiate with. This town is clogged with traffic on a daily basis, worse though is the constant pollution from the HEAVY trucks going through town constantly. The town is in limbo, bypass then no bypass, it's time this bypass was completed and take the pressure off at least one very simple point of the highway upgrade!

Other comments:

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!

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL347"/>
First name	<input type="text" value="Garry"/>
Last name	<input type="text" value="Leet"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="19 Hooker Ave"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Hamilton"/>
ZIP/Postal Code	<input type="text" value="3210"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL348
First name	Pauline
Last name	Hopkinson
Individual or organisation	Individual
Organisation name	
Address 1	4 Donegal Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please have the Katikati and Omokoroa plans moved up. Look at the accidents happening. How many deaths will have before you agree you need to do something quickly

Other comments:

No just think of lives being taken because of the roads

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL350"/>
First name	<input type="text" value="Kirstin"/>
Last name	<input type="text" value="Wilks"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="38a Castlegrace Drive"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need the Katikati Urban bypass on the priority list to be in the top 5. It's so important for Katikati to feel safer in the centre of town by having trucks and passing traffic go around town rather than block up the road constantly.

Other comments:

Document submission

Document submission name

Submission ID	TPOL353
First name	Jacqui
Last name	Knight
Individual or organisation	Individual
Organisation name	
Address 1	175 Seaforth Road
Address 2	
City/Town	Waihi Beach
ZIP/Postal Code	3611

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati bypass ranking on the Priority List for projects changed to the Top 5. We need to make the township of Katikati a pleasurable place to be. Access in and out of sideroads is impossible and unsafe. The volume of traffic through our narrow shopping area is unsafe. The volume of heavy vehicles is too high.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL354
First name	Miaki
Last name	Briggs
Individual or organisation	Individual
Organisation name	
Address 1	484B Wright Road
Address 2	
City/Town	Aongatete
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Under "The Bay of Plenty's fifteen highest priority improvement activities" Please bring a priority up for number 6,10 and 11. Our lives are more important than A Cycle Action plan. Thank you.

Other comments:

We are all appreciates your hard work. Please listen to us who lives between Waihi to Tauranga community. We really need a change before another accident. Thank you.

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL355"/>
First name	<input type="text" value="Shannon"/>
Last name	<input type="text" value="Donovan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8 Lakeside Terrace"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the priority ranking for the Omokoroa highway project changed from where it sits at #11 to within the top 5. There is such rapid and significant growth in this area that the transport infrastructure cannot keep up with. The number of incidences and near-misses already is significant - and over the next couple of years that is going to increase exponentially as the peninsula fills up. Being a semi-rural community, we have to drive to take kids to schools and extramural activities. We want our kids to continue to take advantage of all the fantastic opportunities in the area, but we want it to happen safely. 10 years is too long. 5 years is too long. This needs to happen now so the road can accommodate the extra thousands that will live here by then.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL356"/>
First name	<input type="text" value="Brydie"/>
Last name	<input type="text" value="Weir"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="105B whakamarama rd"/>
Address 2	<input type="text" value="RD7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 Katikati to Taurus extremely dangerous. Many intersecting roads. Please attend with urgency to engineer safer intersections and 70km/hr speed restriction. Prioritize this over the new road out from tauriko

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL357
First name	Melanie
Last name	Rex
Individual or organisation	Individual
Organisation name	
Address 1	262 Plummers Point Road
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The SH2Tauranga/Waihi road corridor requires priority for safety concerns. I note in the plan most of the road development (section 8) in the top 5 are for economic development.... whereas safety seems a secondary concern (although it is mentioned). However it has reached the point with the SH2 corridor, through loss of life, whereby it requires a higher priority. Tauranga and Western Bay need to work together to ensure safe access. Currently Western Bay are developing Omokoroa with little regard to the *huge* increase in traffic along an already dangerous road. The safety and movement of large amounts of traffic along SH2 needs to be addressed from Omokoroa through to Tauranga. It should of been addressed before the building began in earnest in Omokoroa. I have teenagers learning to drive along SH2 and I have heard people say that "I would be keen for a country lifestyle, but I can't move our Te Puna/Whakamarama/Omokoroa way as I have teenagers and don't want to put them at such risk on that road when driving". Please protect our youth... who will lead our economic development in the future. Please can you put safety of our children and teenagers (on a notorious accident black-spot road, where many people have lost their lives) above economic development. Thanks for listening and I trust you will make the best decision for our community.

Other comments:

Well done for the amazing road network around Papamoa - this was created with amazing forethought and put in place before the traffic numbers required it. Great planning.

Document submission	
Document submission name	

Submission ID	TPOL362
First name	Faye
Last name	McCausland
Individual or organisation	Individual
Organisation name	
Address 1	78 Walker Road East
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please Please Please fast track this roading plan we need it now! I drive every day twice a day from Katikati to Whakamarama thats 4 trips a day on that road morning and evening 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, or fast track the link road from Whakamarama to Tauriko. Thanks Faye

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL363"/>
First name	<input type="text" value="Meg"/>
Last name	<input type="text" value="Jones"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="257 Oropi Gorge Rd"/>
Address 2	<input type="text" value="Pyes Pa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3173"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Safer corridor from Waihi through to Tauranga needs to be a regional priority. I'm appalled by the number of deaths and serious injury, let alone traffic congestion. Park and ride needs to be considered.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL364"/>
First name	<input type="text" value="Jizzy"/>
Last name	<input type="text" value="Green"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="9B Park rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati Bypass....how disappointing to see it as the bottom in the list of LTA priorities. How many more lives to be lost? How many more businesses to fail in KK through lack of access and parking? PLEASE make this bypass a TOP OF THE LIST PRIORITY! ????

Other comments:

Katikati Bypass. Katikati Bypass. Katikati Bypass. Katikati Bypass. URGENT!

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL365"/>
First name	<input type="text" value="richard"/>
Last name	<input type="text" value="keesing"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="69 Whakamarama Road"/>
Address 2	<input type="text" value="RD 7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

hello, The current state of SH2 is compromising the ability of people to get to work and school on time. The fear of being late is inciting people to take greater risks on the road. The projected increase in population density in the immediate future to the west of tauranga will exacerbate this. thank you, richard.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL369"/>
First name	<input type="text" value="Meredith"/>
Last name	<input type="text" value="Ahearn"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="60 Jess Road RD 2"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The improvements to SH 2 between Omokoroa and Tauranga especially need to be prioritised higher than what they are currently. It's more a safety issue and an economic benefit as shown on the list. It is safety and economic benefit and just simply necessary for the volume of traffic already there and for what is planned in the next 12 years. Bus services and cycleways are great and perhaps easier or quicker in some cases to implement but #11 on the list needs to be put in the top 5 as far as I and my family and neighbours are concerned! This bit of road should have been improved 5-10 years AGO. The intersection of Omokoroa and SH2 is nightmarish in its dangerousness. Also less bad but bad is the Plummers Point/Whakamarama SH2 intersections. Dangerous! So the weightings of #11 need to be adjusted to indicate higher priority/higher importance and significance for all users of SH2 in this corridor. It would be helpful to see what the difference is between the currently funded improvements from Waihi to Tauranga versus the #11 improvements. The Katikati bypass (#15) needs to get higher priority as well. Not sure why this wouldn't be part of the general improvements to SH2 between Waihi to Tauranga.

Other comments:

I'd like more visibility generally about what money there is and where it's going and how long projects are going to take and what delays are and why.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL370"/>
First name	<input type="text" value="Donna"/>
Last name	<input type="text" value="Curtis"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="3b Grosvenor Pl"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati - proposed bypass. Katikati Main Street and township is divided by the most dangerous stretch of Highway in the country. Although it is obvious that NZTA see Katikati township as a traffic calming area, for the locals - local and national taxpayers - the township is gridlocked on weekends, polluted by large trucks carrying hazardous cargos, high noise levels, traffic dangers for school children and elderly going about their daily business.

Other comments:

Katikati has a recently dramatically increased population - baby-boomers relocation from all points of NZ. Most are shocked by the sheer overbearing traffic that impinges on daily living.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL371
First name	Paul
Last name	Hansen
Individual or organisation	Individual
Organisation name	
Address 1	120D Munro Road
Address 2	RD 7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am extremely concerned by the lack of judgement and foresight by the Regional Transport Committee in downgrading the priority of the SH2 upgrade between Katiakti and Te Puna. I travel on this road every day, with my children, and it is a very unsafe road to drive on. The reverse cambers on the Apata corners are particularly bad, evidenced by the number of serious crashes and fatalities that have occurred in recent times. I live on Munro Road and there is no safe right-hand turning option when travelling from the Katikati direction. It really is a bit of a gamble just trying to get home from school if you're going to get rear-ended by the enormous logging trucks that speed past. I'm pleading with you to re-prioritise the upgrade of this road and do something about the horrific number of injuries and fatalities this road sees every year.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL372
First name	Shane
Last name	Macdonald
Individual or organisation	Individual
Organisation name	
Address 1	Beach Grove
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the ranking of the Omokoroa highway project from where it sits at #11 in the Draft Regional Land Transport Plan - to the Top 5. This is critical to ensure the safety of my family, friends and the local community is met. We are in 2018 and there is no reason that anyone should have to enter or exit SH2 off roads between Pahoia and Te Puna and put their own lives at risk. This is what occurs everyday with school drop off's/pick ups and travelling to and from work. The level of development in Omokoroa is also putting in additional traffic with trades people etc which is only going to continue for years to come.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL374
First name	Kirsten
Last name	Warbrooke
Individual or organisation	Individual
Organisation name	
Address 1	176 work road
Address 2	RD4
City/Town	Aongatete
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I think the ranking listing for Omokoroa Highway/bypass is wrong at #11 and it needs to be in the top 5 I take my daughter to school at Plumbers point road and trying to turn out in the afternoon is very dangerous. I also drive the road numerous times daily for my job and the speed limit is too high with drivers doing dangerous moves to get past and visibility is limited at quite a few places. The massive increase in traffic volume and with all the building going on in Omokoroa will make this road even more unbearable to drive on

Other comments:

please listen to the community

Document submission

Document submission name

Submission ID	TPOL375
First name	Joan
Last name	Boggiss
Individual or organisation	Individual
Organisation name	
Address 1	10 Belmont Rise
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass and the corridor from Waihi to Tauranga are two totally separate issues. 1. The township of Katikati is now dominated by the traffic volume through the Main Street. It is difficult to cross the road, hard to talk to anyone in the street or shops because of the high traffic noise. Pollution from the vehicles is unhealthy. To enter the Main Road from Beach Road is a mission especially if one is turning right. The yellow hatch marks have helped but the sheer volume of traffic is daunting. 2. The road between Waihi and Tauranga is short of Passing Lanes and people become impatient, taking risks. The road users need to adjust their driving habits to suit the conditions. Perhaps a 90kmph speed limit all the way to Tauranga might help. There are a lot of country roads that need safer access on to the Main Highway. Katikati needs a Bypass now. Changing its name to W2T(not sure what that means) Katikati Urban does not alter the fact that Katikati is suffocating and Main Street ambience and safety is deeply compromised.

Other comments:

We love our town and desperately want it back.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL376"/>
First name	<input type="text" value="Dianne"/>
Last name	<input type="text" value="Ward"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="147c Tetley road"/>
Address 2	<input type="text" value="Rd2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We have been waiting far too long for our much needed katikati bypass, The traffic through the main street of katikati is growing bigger day after day,the traffic to the tauranga port keeps expanding and the rate of housing being built is growing far quicker than the roading can cope with,we need urgency on this matter that has been put on the back burner for far too long, Make the katikati bypass a priority and move it higher up the list,we have been waiting long enough

Other comments:

Document submission

Document submisison name

Submission ID	TPOL379
First name	Juan
Last name	Schoeman
Individual or organisation	Individual
Organisation name	
Address 1	330 Grenada Street
Address 2	
City/Town	Papamoa
ZIP/Postal Code	3116

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Although rail public transport is mentioned in the regional land transport plan it does not appear in the improvement activities in section 7.4 I believe rail public transport would go a long way to getting the public to use trains instead of vehicles getting to work and back home. Should this not be on the priority list? 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. It would also open up possibilities that people can live outside the main city centres and be able to commute from further away and still work in the city centres.

Other comments:

Do not quite understand that cycling paths are on the priority lists. I drive to work and back every day and see maybe a handful of people in peak time making use of the cycle lanes

Document submission	
Document submission name	

Submission ID	TPOL381
First name	Lizzy
Last name	Fisher
Individual or organisation	Individual
Organisation name	
Address 1	19 Tui Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I'm not sure that i am in the right place but i want to advocate strongly for the weighting that has been given to the Katikati Bypass to be increased from a placing of 15 to one of the top five. Our community will remain in limbo and be regarded as a 'holding place' for retirees until we can reclaim our main street as part of a cohesive thriving community. As the town grows it will separate into two sections and as traffic gets busier and more dangerous I can imagine that people will avoid the main village and spread out further and further. The traffic divides the community like an open sore that will not heal. I urge you to reconsider the current weight of the importance that is given to creating a bypass for this community.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL382"/>
First name	<input type="text" value="Sarah"/>
Last name	<input type="text" value="McDonald"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="72 Te Puna Rd"/>
Address 2	<input type="text" value="RD 4"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3174"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH 2 north of Tauranga is an absolute disgrace.. not only is it dangerous it is a constant bottleneck of traffic trying to get into Tauranga I would like to see the Tauranga Omokoroa section moved from priority #11 to the top 5

Other comments:

Document submission

Document submission name

Submission ID	TPOL383
First name	MaryAnn
Last name	Gunter
Individual or organisation	Individual
Organisation name	
Address 1	5B Waipapa Rd
Address 2	RD1
City/Town	Thames
ZIP/Postal Code	3578

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the Omokoroa to Te Puna road upgrade moved to a higher level of importance than no. 11. This road has an increased volume of traffic and has been shown to be a dangerous stretch of road. Many school children travel each school day from outside of Omokoroa township to attend the excellent school there and there safety is of importance.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL385"/>
First name	<input type="text" value="Denise"/>
Last name	<input type="text" value="Brinkmann"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="16 Cotswold Place"/>
Address 2	<input type="text" value="Ohauti"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL386
First name	Michelle
Last name	Gunter
Individual or organisation	Individual
Organisation name	
Address 1	91 Te Puna Quarry Road, RD 7
Address 2	Tauanga
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Please change the rankings on the Priority List for SH2 between Omokoroa and Te Puna projects changed to the Top 5. I live in Te Puna Quarry Road and it is VERY dangerous to turn right into SH2 especially in the peak hours when one direction is at 100K speed and the other is at 60k speed. Most of the time it just takes me a long time to get into SH2 before I have a 'clear to go' chance due to high traffic. I often have to go into Snodgrass and do a Uturn. [COMMENT 2]SH2 between Omokoroa and Te Puna needs higher ranking in Priority. Along with Speed limit reduction, we need four lane high way or over bridge. I live in Quarry road and EVERYDAY it takes me long time to turn right into SH2 towards city and sometimes feels like I can never get out safely and have to gamble it! Othertimes I turn into Snodgrass and do U turn.

Other comments:

Put speed reduction first before new road layout!

Document submission

Document submision name

Submission ID	<input type="text" value="TPOL387"/>
First name	<input type="text" value="Bev"/>
Last name	<input type="text" value="Allen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="141 Munro Road"/>
Address 2	<input type="text" value="RD7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The priority level of Sh2 katikati - te puna should be considered. This road is completely unsuitable for the high volumes of traffic it is now expected to cater for. There are now, due to a population increase, far too many residential turnoffs and junctions with inadequate facilities (ie turning/waiting sections). The speed of the traffic is that which means at certain times it is nigh on impossible to exit these roads.. a few of which lead to schools and therefore mean numerous cars and all containing children. I regularly need to exit Sh2 into Munro road and I feel it's safer to wait on the hard shoulder until both lanes are clear for me to cross rather than sit next to the double yellow lines with cars zooming past both sides at 90km/hr...minimum! This road is unsafe for its use as it stands today...MVA statistics prove this!!!!

Other comments:

Document submission

Document submision name

Submission ID	TPOL388
First name	Elizabeth
Last name	Cave
Individual or organisation	Individual
Organisation name	
Address 1	393 Hot Springs Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want improvements to SH2 to be in the top 5 in priority. This highway is very high risk. From April there is the added volume of the kiwi fruit harvest - meaning slow moving tractors with trailers full of fruit, plus seasonal workers unfamiliar with the roads and huge trucks traveling between orchards and packhouses.

Other comments:

No

Document submission

Document submission name

Submission ID	TPOL390
First name	Jessica
Last name	Helms
Individual or organisation	Individual
Organisation name	
Address 1	30 Tim Road
Address 2	Tauranga RD8
City/Town	Whakamarama
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati to Tauranga Road (SH2) needs significant work for safety reasons. There is an increase in the number of people living towards Katikati and Omokoroa, meaning that more people are on the road. It is getting more and more dangerous and more people are taking risks, especially when getting out of side roads onto the highway. This needs to be a priority fix. There are far too many accidents and deaths.

Other comments:

Fix the Tauranga to Katikati Road and make a Katikati Bypass. Make it a priority!

Document submission	
Document submission name	

Submission ID	TPOL393
First name	Anna
Last name	Greenwood
Individual or organisation	Individual
Organisation name	
Address 1	Greenwood
Address 2	33 Wills Road
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It's a hazard at the moment getting in and out of parking places in the main street, not to mention having a child in the back seat. I can't reverse without being scared that a huge truck will crash into me some times. I can't get in and out of my child's childcare centre without being late for work most days, or having to take detours all the time when I know something is close by. I moved to Katikati for a quieter life, but I still feel like I'm living in a busy town, with such large traffic volume. I know this isn't the most in depth answer but basically a bypass will dramatically change our circumstances and personal safety.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL394"/>
First name	<input type="text" value="Fiona"/>
Last name	<input type="text" value="Syme"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="252 Whakamarama Rd, RD 7"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The State Highway running from Waihi to Tauranga is an arterial route that has more traffic using it than ever before. The road cannot withstand the amount of cars using it especially with the extra 20,000 people moving into Omokoroa. It takes a long time to enter the SH from any of the roads that enter onto it. Crashes are occurring regularly. Today there were 2 crashes involving 7 cars! Safety is paramount and something needs to be done ASAP to make our road more safe.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL396"/>
First name	<input type="text" value="Craig"/>
Last name	<input type="text" value="Price"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="235 Ross Rd"/>
Address 2	<input type="text" value="Whakamarama RD7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We live in Whakamarama and use the SH2 road to commute into Tauranga frequently. Whilst the priorities are being sorted through we would fully support a reduction of the speed limit through this corridor until the road is brought up to spec. We would also support this road being tolled if this were to fast track an upgrade

Other comments:

Document submission

Document submission name

Submission ID	TPOL398
First name	Barbara
Last name	McGillivray
Individual or organisation	Individual
Organisation name	
Address 1	1c Stokes Rd
Address 2	RD 3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass NEEDS to be the TOP priority for the regional land transport plan. Our town NEEDS a safe and friendly 'heart' from which the community can radiate and thrive. Thundering trucks, streams of frustrated travellers does nothing to help our community.

Other comments:

Safety of the motorists in the North of the region is being compromised by inactivity to move road improvements forward

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL399"/>
First name	<input type="text" value="Tracy"/>
Last name	<input type="text" value="Kenny"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="93 Snodgrass Road"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3174"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please prioritise the Tauranga Northern Link and SH2 improvements between Omokoroa and Tauranga. This is a particularly dangerous stretch of road and with the growth in the likes of Omokoroa - accidents will continue to rise based on share volume alone.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL400"/>
First name	<input type="text" value="Wayne"/>
Last name	<input type="text" value="Hamlin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="106 Leyland Rd"/>
Address 2	<input type="text" value="Whakamarama"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I strongly object to the reprioritising of W2T work on SH2 between Waihi and Tauranga. Lowering the priority will consequently delay road improvements and lead to continued preventable carnage on this stretch of "highway". This road is clearly one of the deadliest in NZ and work to improve it should be placed well ahead of cycleways, industrial links and other high priority works. The summary document shows that your own vision is mainly about safety on our roads and yet the most significant contributor to road deaths in the region has been dropped to priority 11. This makes no sense and my submission is to reinstate the entire Waihi to Tauranga W2T route to at least priority 3 or to such a level to actually get it sorted within the next 5 years.

Other comments:

Document submission

Document submission name

Submission ID	TPOL401
First name	Maria
Last name	Watchorn
Individual or organisation	Individual
Organisation name	
Address 1	62 Prole Road, Omokoroa
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe the State Highway 2 bypass between Katikati and Tauranga must go ahead as priority 1. You just have to look at the statistics to see just how dangerous this stretch or road. Classified as one of the most dangerous roads in New Zealand! Omokoroa is increasing in numbers all the time as are many areas between Katikati and Tauranga. This highway needs immediate attention, it needs to be bought into the 20th century!

Other comments:

Refer to question 10

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL403"/>
First name	<input type="text" value="Tamzin"/>
Last name	<input type="text" value="Ramsay"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="46 Prestidge Road"/>
Address 2	<input type="text" value="Aongatete"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3432"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submisison name

Submission ID	TPOL404
First name	Shelley
Last name	Dunne
Individual or organisation	Individual
Organisation name	
Address 1	300c Whakamarama Road
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want to change the rankings on the Priority List for projects changed to the Top 5 for state highway 2 katikati to tauranga. This needs to be prioritised as this is the most dangerous road in nz. How many more innocent people have to die in this road before the labour government and NZTA will do something.

Other comments:

Please prioritise our road	
Document submission	
Document submission name	

Submission ID	TPOL407
First name	Caitlin
Last name	Van Essen
Individual or organisation	Individual
Organisation name	
Address 1	31 Connelly Ln RD2
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have lived in Katikati for twenty years . When we arrived we were told that a by pass would be happening.It didn't. In that time the traffic on the main road has gone throught the roof and a lot of that traffic is big trucks. Driving has become more and more hazardous and, in the most recent months, I have noticed more drivers taking unnecessary risks to get out onto the main road from side roads. It used to be difficult getting onto the main road from Wharawhara Rd only at Xmas time. Now that is a common occurence. When there is a traffic accident in Katikati township (which happened twice in the past twelve months) the whole town grinds to a halt as there is no toher way to divert traffice. This resulted in a three hour trip home from work one day instead of the usual 30 minutes.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL408
First name	Kyly
Last name	Duncan
Individual or organisation	Individual
Organisation name	
Address 1	120E Munro Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State highway 2 bypass from Katikati to Bethlehem should not be at #11! It should be number 1!! * The road is dangerous and not safe for drivers and residents in the area. * statistics on the road with the number of crashes and people dieing is very clear and is one of the most unsafe roads in nz. * look at the growth in the area and the demand on the road and all of the connections. This is making it more unsafe by the day * a number of schools feed onto state highway 2 and we need to keep our children safe please change where this plan sits on the rankings of priority

Other comments:

look at the priorities of the growth areas!

Document submission

Document submisison name

Submission ID	TPOL412
First name	Karen
Last name	Henderson
Individual or organisation	Individual
Organisation name	
Address 1	11 Esplanade Road
Address 2	Kauri Point
City/Town	katikati
ZIP/Postal Code	

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe that it is time for the council to pay attention to the Katikati Katikati bypass. This project needs to be put into the top 5 of projects, as it has been talked about for many years, and residents and ratepayers of Katikati need this plan to be actioned as soon as possible. Traffic through the Main Street of Katikati is at dangerously high levels, and the local population are being put at risk on a daily basis. Heavy traffic clogs the town centre and makes it unsafe for many of the elderly who use mobility aids to cross the roads. The shop owners are suffering because many people are choosing to go elsewhere instead of shopping locally because of the congestion. Please consider making this project a priority, to protect and preserve the town.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL414
First name	Helen
Last name	Osborne
Individual or organisation	Individual
Organisation name	
Address 1	52 Hamurana Road
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Re. the Section of the Draft Plan - 7.4 Prioritised Activities This identifies work on the Omokoroa to Te Puna section of State Highway 2 as being in the position of 11th on the list of priority work. I would like to firstly express my total agreement that work on this section is essential if this roadway is to meet the needs of the fast growing population in and around this section of the road. This seems to me a very evident matter of capacity and more importantly, safety for all those who make use of this transport route. However, and further to the above, I would strongly urge the respective agencies involved to review where this work appears on the priorities list and to raise its priority placing. This work is becoming urgent. As a member of the Omokoroa community, I know of very many families including my own, who regularly make use of this section of State Highway 2 and who are becoming ever more anxious about the safety issues involved. Connected to this, is the issue of safely exiting Omokoroa road to get onto State Highway 2 (in either direction - be this towards Tauranga or towards Katikati). As a mother needing to transport my young daughter at times in each of these directions along State Highway 2, I am becoming increasingly nervous about safely exiting at the top of Omokoroa road and I strongly appeal for something further to be done to alleviate this situation - and soon. This must surely warrant further action. I know that this is a view again shared by many of my neighbours and local friends. (I would acknowledge here that the recent addition of safety batons placed strategically on State Highway 2 at the Omokoroa junction serve as some improvement for the time being and I am grateful for their installation. Thank you.) However, it seems there remains an imminent need for further problem-solving with regard to this Omokoroa exit area - in order to establish a longer-term and more robust safety solution here and I believe too that this deserves to become a priority consideration. I thank you for this opportunity to enter my above submission. Kind regards, Helen Osborne

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL415"/>
First name	<input type="text" value="Ad"/>
Last name	<input type="text" value="van Gorp"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="98B Munro road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Before the council even consider to expand the region even more, the council should first sort out the SH2 from Tauranga to Katikati. It is clear that this road is unsafe an totally unfitted for the way it is used. This will get worse as more subdivision are made in the nearby future. To see that this is not a top priority is unacceptable. How many more people have to die before something is done.

Other comments:

You are totally missing the point when you write "Poor user behaviour in an unforgiving transport environment is resulting in unacceptable avoid- able death and serious injury 30%" In the end it is almost always a persons fault what causes an accident. You should look at what makes people make these wrong decisions. The way it is presented here is very unrespectful.

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	TPOL416
First name	Peter
Last name	Myson
Individual or organisation	Individual
Organisation name	
Address 1	1058 SH2
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The low priority of the 4 lane highway between Te Puna and Omokoroa needs to be reviewed due to the danger facing drivers on this route every day. It needs to be priority 1.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL417
First name	Mike
Last name	Limbrick
Individual or organisation	Individual
Organisation name	
Address 1	13 Perkins Drive
Address 2	Te Puna
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Given that the road between Katikati and Tauranga has been identified as the most dangerous highway in NZ with regard to the accident rate and the consequent death and injury from these accidents. I ask the question, by what criteria has the list been established? Because it is obvious that peoples safety has not been a factor in the making of this list I think this committee has sorely underestimated the anger this has generated in the wider area between Tauranga and Katikati They also appear to ignore the aspirations of chapter 3 which lays out a utopia that to this reader is just waffle that pads out what appears to me to be a wish list rather than a plan To me a "plan" is something that has a specific outcome (ie fix State HW 2) and nowhere do I see the "plan" So my submission is to set a date, get the funds and complete the job (you tell us the completion date) if you don't meet the completion date you all resign and hand over to someone who can

Other comments:

People are fed up with all the talk and promises we want action

Document submission

Document submission name

Submission ID	TPOL418
First name	Chris
Last name	Allen
Individual or organisation	Individual
Organisation name	
Address 1	141 Munro Road, RD7
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

To learn that the SH2 Te Puna to Katikati upgrade has been allocated a priority of 11 out of 12 is ridiculous. It is the most dangerous stretch of one of NZ's most dangerous roads. The death statistics don't lie. Action needs to be taken immediately to at least improve the overall safety of this stretch of highway and a major upgrade is absolutely necessary to better this highway for the future. The government, NZTA and the local councils have an obligation to make our roads better. I agree it is usually driver error, but these roads just weren't designed to carry the traffic that is currently out there and the safety aspect is only going to get worse as more and more vehicles use this road. We need action NOW!

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL419"/>
First name	<input type="text" value="wendy"/>
Last name	<input type="text" value="newton"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="242/4 Minden road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tga"/>
ZIP/Postal Code	<input type="text" value="3176"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL420
First name	Matthew
Last name	Morrison
Individual or organisation	Individual
Organisation name	
Address 1	78 Lockington Road
Address 2	Rd4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have been living just outside katikati for almost 4 years. I moved here from Ohenewai just out side Huntly. State Highway 2 is in worse conditions than the roads I would travel back in Ohenewai. I lived beside State Highway 1 for almost five years. During my short time in katikati I have come across too many accidents on the road than i had ever seen. Just a few weeks ago there was a crash out on the bottom of the road that we live on. My partner is a registered nurse working at tauranga hospital We got a call telling us that it had just happened, So we got in the car and went down. Me and a few others were directing traffic and my partner and his mother went to check over the vehicle. Both being nurses, they came back and explained that there was an off duty doctor and anethatist there with the person trapped in there car. It was my breaking point, I wanted to cry seeing what I was looking at while directing traffic, I've never been there before emergency services. I have come across rolled cars, head on collisions, and many others. In my workplace I have seen many strange things happen from State Highway 2. Road conditions and maintenance so poor and unsafe that trees has fallen on traveling vehicles, Mud slides that have taken lives, vehicles stuck down banks. I now worry every day my partner leaves home and travels through that road to work. Friends and family see a crash on TV or hear about it and they contact us. State Highway 2 needs an urgent upgrade. Lives do depend on this road being updated. This area is in a boom sensation with developers and that road is not fit for the amount of vehicles that are traveling now, let alone once all the developers are finished.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL421"/>
First name	<input type="text" value="Maria"/>
Last name	<input type="text" value="van Veen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="42 Francis road"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Improving state highway between te Puna and omokoroa should be highest priority. It is an extremely dangerous road and putting up little signs or some cones isn't enough!

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL422
First name	Garth
Last name	Bostock
Individual or organisation	Individual
Organisation name	
Address 1	17 b minden rd
Address 2	131B old highway Rd8
City/Town	Te Puna
ZIP/Postal Code	3176

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

We need a FOUR lane highway 10 years ago tomorrow is Too late My family is always home before me but on the odd occasion i beet them the first thing i think is there been an accident and my wife and kids are dead or they court up in it our road is a two star road with a speed limit that cant be reached 50% of the time because of the volume of traffic on it the continued absence of up grading our road is abuse. For some reason the government seem to think its alright for us to died trying to go about our daily business The kiwi fruit are just about to start which kills our road even more than it is now Im not asking to much we already have the most toll roads in New Zealand why is this in 50 years you have only improved 3 sights Works rd used to be 23 crosses on that corner. tepuna round about and the hill coming up from the Wairoa river and the odd tree this is not acceptable. Omokoroa is just about to explode and there is now way the road is up to that standed A police man drove out and said its an acceptable road which mean we all need a police car i would of thought he should try doing the same drive in a Suzuki swift and see if he still thinks the same The road is not safe you say its driver error let hope its not your kids court up in it. Its already two late for 100s of people that put there trust in you to do the right thing

Other comments:

why is it not acceptable to be killed at work but BOP council finds it acceptable to die on your roads where is the justice

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL423"/>
First name	<input type="text" value="Sue"/>
Last name	<input type="text" value="Maskell-Cunningham"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="99 Harborview Road"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The state Highway between Katkati and Bethlehem is not fit for purpose. I pull out of Omokoroa everyday, twice a day to get my children to and from school, risking our lives. It's like like playing Russian Roulette. The priority should be at number 1 not number 11. This is is just insane!!!! I've seen way too many near misses, crashes and the sound of the siren going off most weekends. 250 houses are being built in Omokoroa with only one way in and out. 250 houses!!! With 2 cars each!!!! How can this be allowed to happen without the road being the number 1 priority?? How many people have to die on this road before something is done? We sit and wait to pull out onto an already busy state highway and believe me turning right onto the state highway from Plummers point road with 3 children in the car is not much better. This needs sorting now!!

Other comments:

Document submission

Document submisison name

Submission ID	TPOL425
First name	Garth
Last name	Bostock
Individual or organisation	Organisation
Organisation name	Naked Meats
Address 1	17 b minden rd
Address 2	
City/Town	Te Puna
ZIP/Postal Code	3176

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Ive just been thought the worst with no way out 16 months of torture with your so called improvement at Te Puna roundabout .you Fucked me of \$300,000 with out even kissing me Now the traffic is killing my business and nothing i can do about it two years ago it would take my customers 5 minutes from and back to town i had customers coming from Te Puke you have put a end to that the roundabout has made the turn safe into Minden Road But now people can take 20 minute to make the trip in one direction and 5 minute in the other direction Our Road is a two star rd which mean 60km speed limit not 90 or 100 you blame bad drivers what about the passengers and innocent by standers what your acutely saying is its alright to die on our roads but i have to provide a safe environment in my work place but its alright for you not to have a safe environment on our roads I CALL THIS DOUBLE STANDED Why is it alright for you to go against the trend where is the fairness its about time we have a real rd Papamoa has a real rd why not us there road is a five star and carriers less traffic its over due

Other comments:

its not alright for people to die

Document submission

Document submisison name

Submission ID	TPOL426
First name	Lisa
Last name	Goodeve
Individual or organisation	Individual
Organisation name	
Address 1	424 wainui south rd
Address 2	Rd4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want to see the priority of state highway 2 upgrade moved from 11 to number 1. It is too dangerous to leave this road any longer. People dying on this road should have it prioritised to the top.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL427
First name	Gary
Last name	Berwick
Individual or organisation	Individual
Organisation name	
Address 1	3 Gellibrand Place
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3014

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The upgrade of state highway 2 especially from Omokoroa to Tauranga is required urgently. How many deaths does it take??? This was a proposed action under the last government but as usual with NZ politics as soon as the opposition comes in they up and change everything. This is clearly a serious problem as the statistics will show you, accidents, deaths etc. As New Zealand's apparently second fastest growing city the problem is only going to get worse and you will have more deaths on your hands until something is done about it. Auckland's road transport problems are always in the news and we all know how bad that is, do you want another type of Auckland traffic problem here before anything is done? You have the opportunity to fix a major traffic problem before it becomes one. Be proactive for a change and not sit around and do nothing while the road congestion grows, more accidents are occurring and as a result of these accidents possible deaths. Surely this preventative measure is a simple idea to an ongoing problem that in my view is only going to get worse. Also, the roading crews that run around at the end of the financial year making sure they spend their allocated budget so they get the same amount as last year. Could they make a change to the road they dig up and put back down? What I mean is say if they had to repair a road, could they put that particular stretch of road back but make a improvement of some kind like, a wider berm so cyclists could fit, a foot path / cycle way or heaven forbid an actual passing lane that would benefit traffic. As these little improvements would keep happening we would eventually get a better roading system. The current system of digging up a road only to put it back exactly as it was seems very stupid to me. Little improvements here or there would make a huge difference in the overall scheme of things, would you agree??

Other comments:

Do the right thing for once and lets stop anymore deaths on our local roads.

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL430"/>
First name	<input type="text" value="Anne"/>
Last name	<input type="text" value="Andrews"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="16 Waterview Tce"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

In relation to State Highway 2 where the plan to construct the four lane highway between Waihi and Tauranga has a number 15 on the priority listing, this is ludicrous. As is the upgrade of the Omokoroa intersection set at priority 11. How many people have to be killed on the identified most dangerous road in New Zealand. Most of this road is singled lane "highway". This road is categorised as a level 2, which should have speed limit of 60kms per hour!!! 12 to 15 years as a projected date for completion is totally unacceptable.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL431
First name	Tessa
Last name	Mackenzie
Individual or organisation	Organisation
Organisation name	Natural Assets Ltd
Address 1	1st Floor
Address 2	132 Eleventh Ave
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. Katikati bypass to be elevated to the top 5 priorities. Heavy trucks continue to shake the buildings of the CBD and traffic during holidays and long weekends backs up for kilometres. This project is many years overdue and would meet objectives for social and environmental improvement for the town centre. Katikati is becoming a growing hub as people respond to the housing affordability crisis by moving out from the main centres. Having SH2 running through the town centre, including having to stop for pedestrian crossing lights, is an archaic approach to facilitating heavy truck movement of freight to and from the Port and Tauranga itself as a major recipient of goods from out of the region.

Other comments:

Be brave and innovative to lead the way in more environmentally and socially sustainable options

Document submission

Document submission name

Submission ID	TPOL432
First name	Jane
Last name	Pickering
Individual or organisation	Individual
Organisation name	
Address 1	1 Morton road
Address 2	RD 4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 between Kati Kati and Tauranga must be lifted from priority 11 to priority 1. This road is no longer fit for purpose especially as the Omokoroa population is increasing and the surrounding areas continue to grow. This road is classified as the most dangerous road in NZ and it is no longer safe to travel on for us and our children.

Other comments:

Please sort this out.

Document submission

Document submission name

Submission ID	TPOL433
First name	Rae
Last name	O'Hara
Individual or organisation	Individual
Organisation name	
Address 1	63a Lowe Rd
Address 2	R D 8
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the plans for highway improvements on sh2 katikati to tauranga to be increased in priority from 11 to 1 on the list. This highway has proved to be a very dangerous stretch of highway with many fatalities over the 19 yrs I have traveled and lived in this area. Congestion is also very high both at peak hours, and inexplicably at non peak drive times. The safety of people driving this road should be the planners primary responsibility, and this responsibility is not currently being dealt with. Please increase this roadie priority before too many more people die.

Other comments:

Note this is not just a request for personal reasons, this road is a national transport hub and affects many many businesses, as well as killing locals and out of towners!

Document submission	
Document submission name	

Submission ID	TPOL434
First name	Greg & Gaynor
Last name	Coldicutt
Individual or organisation	Individual
Organisation name	
Address 1	130 Hamurana Road
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am incensed with the Regional Council, an elected local body, supposedly representative of the local people, back-tracking on the MANY promises by local and central Govt to finally fix our road from Katikati to Tauranga and reduce the appalling death and injury toll on this particular road. Meeting after meeting when the previous Govt was in power, and a previous council (both BOPRDC and WBOPDC), promised us action and consulted with the community on the preferred roading options. Consultation with NZTA was appreciated and a decision was made following community consultation, but now it appears elected officials are deliberately slowing down this process and de-railing it. We were led to believe the "green light" had been given to proceed with the Omokoroa intersection upgrade, the 4-lane highway to Tauranga, and the Katikati bypass, as a "road of national significance". Now a leftist "cobbled together" coalition minority Govt has gained power, along with weak Council's who fail to listen their electorates, and the our lives on this dangerous road have been relegated down to No 11 on the Regional Councils priority list! As an Omokoroa resident and ratepayer, we fear using this road, as we do often, and if my wife travels it alone I feel anxious until she is home again. In the summer, we are virtual prisoners here on the Peninsula as the back-logs extend past our SH2 intersection. And God help us if we wish to turn right toward Katikati from Omokoroa ... we literally take our lives in our hands trying to get out across traffic travelling at 100kmh. One recent Friday afternoon at about 2 pm, we waited 17 minutes to cross safely, and that was not in the holidays!! In addition, as we have a rural Fire siren here, whenever we now hear it go off, we pray for those killed or injured on that road, as 9 times out of 10 now it is an accident they are responding too. We fully support any direct protest action taken by our community, and we have long memories ... we will certainly be voicing our protest against both Council's at the next local elections.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL435
First name	Heath
Last name	Fairweather
Individual or organisation	Individual
Organisation name	
Address 1	Po Box 17040
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Hi there. I'm a dad of 2, working in Tauranga daily, commuting from Omokoroa. Have lived in Omokoroa for 5 years. Originally and typically 3 years ago it would take me 18minutes at 730am to get to route P, central Tauranga from Omokoroa. It's now minimum 45mins weekdays average! Also In the last month - I've had 2 near misses. From Grandmothers not coping with the speed / decision making pulling out into the main road from Omokoroa One incident - where I leap out of my drivers seat stopped on the main road! As a Jeep with a horse float doing approx 80km had to swerve and had no where to go other than hit me - because a grandma pulled out in front - mis judging the jeeps speed - if the Jeep had have hit grandma- multiple fatality's no doubt Katikati to Tauranga is a country road. Yet it's called pacific highway ?? What is the definition of a highway? I don't think there's anyone in the Auckland waikato Bop triangle that wouldn't agree it's now the scariest road in the upper north island. WBOP and frequent users are begging for the motorway from Katikati!! Can not believe the paengaroa has been built yet no one uses it!! What a joke!! Priorities???? Auckland's north of Tauranga not south!! Please immediately start the highway ... now, not in 10 years. And make the wairoa bridge area 4 lanes - that's where the problems start!! No brainer. Regards Heath Fairweather

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL436"/>
First name	<input type="text" value="Guy"/>
Last name	<input type="text" value="St Clair"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8 Lakeside Terrace"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want to change the rankings on the Priority List for projects changed for the Omokoroa highway project to be in the Top 5. I travel on this road daily to and from work (I live in Omokoroa) and whilst the increased congestion is a frustration, my major concern is the risks being taken by drivers on this treacherous piece of road. A number of accidents and death toll of late is alarming.

Other comments:

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL438
First name	Maia
Last name	St Clair
Individual or organisation	Individual
Organisation name	
Address 1	8 Lakeside Terrace
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to move the Omokoroa highway project from where it sits at #11 on the rankings of the Priority List for projects changed to the Top 5 please. We have only lived in Omokoroa 2 years and there is sooo much more traffic

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL439
First name	Ethan
Last name	St Clair
Individual or organisation	Individual
Organisation name	
Address 1	8 Lakeside Terrace
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to move the Omokoroa highway project from where it sits at #11 on the rankings of the Priority List for projects changed to the Top 5 please. We have only lived in Omokoroa 2 years and there is sooo much more traffic.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL440
First name	heidi
Last name	Scott
Individual or organisation	Individual
Organisation name	
Address 1	4 Wallace Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The motorway between Bethlehem and Omokoroa needs to be a major priority. How many lives need to be lost to make this happen?

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL441
First name	Daryl
Last name	Scott
Individual or organisation	Individual
Organisation name	
Address 1	4 Wallace Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The motorway between Bethlehem and Omokoroa needs to be a major priority. How many lives need to be lost to make this happen?

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL443
First name	Sarah
Last name	La Riviere
Individual or organisation	Individual
Organisation name	
Address 1	4 Rosewood Lane
Address 2	Tauriko
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please can you make SH2 safer for us all. We have seen too many accidents and near misses on this road - it does not feel safe and we feel that we take our lives in our hands each time we go on the road. It is an integral road that joins our country - Bethlehem to Katikati. It is too busy and too fast and it is not wide enough. I was told 14 years ago that modifications were in the 10 year plan - that was 14 years ago and still we can not see that this is being done. Our children are now driving this road and I never thought that it would be the same - the traffic is quadrupled over this time - it is not fit for its purpose and for all our sakes - please can this be prioritised to a number 1 position. It is crucial. Thank you

Other comments:

no	
Document submission	
Document submission name	

Submission ID	TPOL446
First name	Pamela
Last name	Lewis
Individual or organisation	Individual
Organisation name	
Address 1	232c Oceanbeach Rd
Address 2	Mount Maunganui
City/Town	Tauranga
ZIP/Postal Code	3116

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The timing of the 4lanes to Tauranga and the Port MUST BE ELEVATED TO NUMBER ONE Several reasons The golden triangle is hugely beneficial financially to ALL NEW ZEALANDERS The growth here has been and will continue to be ENORMOUS Have a close look at the numbers of ROAD DEATHS ALONG THAT AREA ..sure it's the driversbut frustration of nose to tail for many kilometres BOTH WAYS and worsening (if there is such a word) all the time caused the humans psyche to react . It's not a new problemthe Eastern link for industry trucks etc from Rotorua Taupo etc has eased that congestion and problems incredibly well Learn from that please and PRIORITISE THIS Thank you Pamela Lewis[COMMENT 2]#The four lanes required of state highway number 2 really needs to be pushed to the very top of the projects urgency NOW #The golden triangle of Auckland Tauranga Hamilton and accessibility to and from the Port is of the utmost economic importance to the whole of New Zealand NOT just to the region # we recognise that we live cheek by jowel with the Port and can accomodate the proportion of traffic which is trucks of all shapes and sizes and quantities much higher than other places but it is NOT ALWAYS EASY # The death toll in New Zealand is appalling HOWEVER the accidents and the deaths from them is the highest in the Country. # Accidents and deaths are caused by humans of coursebut the congestion causes HUGE FRUSTRATIONS and ends up with misguided overtaking attempts etc

Other comments:

No thank you[COMMENT 2]No thanks NOTE This is the second time I filled this survey in as SURVEY MONKEY CINTACTED ME and said my previous one was incomplete ...namely questions 12 and 13 ... THESE ARE NOT OFFERED thus number 11 is the final question at 90% and when I click NEXT it goes to 100% and submit

Document submission	
Document submisison name	

Submission ID	TPOL448
First name	Patricia
Last name	Rowe
Individual or organisation	Individual
Organisation name	
Address 1	244 LINDEMANN ROAD
Address 2	RD3
City/Town	KATIKATI
ZIP/Postal Code	3107

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

On the priority list for projects the Katikati bypass is ranked at 15 it should be in the top 5 as it the number of vehicles through the township causes so much pollution (noise and air) to the township. Katikati township is expanding at a very fast rate and I am aware of 3 new subdivision which will only add to the congestion of the road and townships.

Other comments:

no

Document submission

Document submission name

Submission ID	TPOL449
First name	Kathryn
Last name	McGill
Individual or organisation	Individual
Organisation name	
Address 1	94 Plummer Road
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Hi there, I am appalled at the dangerous driving conditions of the corridor between Katikati and Tauranga which we have to drive on every day with our families. The volume of traffic on this road is growing swiftly and with every spare inch of land in Omokoroa being developed this problem is only going to worsen. I would like the priority of the road upgraded to no. 1 (from 11) with the number one reason being safety! How many more people have to be seriously injured or killed before something is done. I don't care if it's the council, National, Labour or NZTA's fault or problem, someone needs to act and make this a safer road for our families. I have lived here for 7 years and it is getting more and more difficult to turn right onto SH2 from Omokoroa Turnoff, Youngson Road, Barretts and Plummers Point road. The speed and volume of traffic makes it near impossible to make a safe turn, it's a case of hold your breath and hope for the best which is not good enough, especially with the growing number of young families in the area. I urge you to act swiftly and make our lives a priority! Regards, Kathryn McGill [COMMENT 2] I would like the priority of the road upgraded to no. 1 (from 11) and change the reason for the upgrade from economic efficiency to safety! I am appalled to read that a cycle way is a higher priority than making the incredibly dangerous corridor between Waihi and Tauranga safer! I sincerely hope I have read that incorrectly. How many more people need to be seriously injured or killed before this becomes a priority? I have lived here for 7 years and it is becoming increasingly difficult to turn onto SH2. Daily I use the intersections at Omokoroa, Youngson Road, Plummers Point and Barrett road and with the speed and volume of traffic on this stretch of road now it is near impossible to make a safe turn. It has become a case of hold your breath and hope for the best which is unacceptable and a terrifying way to drive especially when you have your young children in the car. With every spare inch of land being developed in Omokoroa and the population set to soar this problem is only going to worsen, and quickly. Please do something to make the safety of our families a priority.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL453"/>
First name	<input type="text" value="Jordan"/>
Last name	<input type="text" value="Bulder"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="365R Welcome Bay Road"/>
Address 2	<input type="text" value="RD5 Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the priority of SH2 upgraded from no. 11 to no. 1. Please change the reason for the upgrade from economic efficiency to safety

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL454
First name	Lisa
Last name	Myson
Individual or organisation	Individual
Organisation name	
Address 1	1058 State Highway 2
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

You place SH2 Omokoroa to Te Puna works as #11 on the priority list. There have been too many deaths and accidents on this road in recent years and many more will follow unless you implement this as a matter of urgency. NTZA have begun the notification of affected properties along this route and have the funds available for the pre purchase of said properties. It is up to you to ensure no one else dies on this stretch of road and that what should be a 15 minute journey into Tauranga does not remain at the current 45 - 60 minute tail back during rush hour. I suggest that you drive this length of road during the peak times so you can see for yourself the issues.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL455
First name	Marilyn
Last name	Evans
Individual or organisation	Individual
Organisation name	
Address 1	1058 State Highway 2
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My submission is in relation to State Highway 2 between Omokoroa and Te Puna being at priority number 11. I live on SH2 near Plummers Point Road. I'm appalled to see the RTC has prioritized the W2T Omokoroa to Te Puna corridor at number 11 on their list (page 13). The number of accidents both fatal and non fatal on this stretch of road is astounding. I don't understand how a Cycle action plan (4), Public transport (7), Totara Street Improvements (8) and Bus services (9) are more of a priority than the people's lives that travel this highway every day. "Best transport system for a growing economy and a SAFE HEALTHY and vibrant Bay lifestyle". This road is far from safe. In places (such as outside my driveway for example) it is not even the recommended width for a state highway. This section of highway is unforgiving, as seen by its 2 star rating. It's one of the most dangerous sections of road in the country and should have a priority of ONE not eleven. How many more have to die or be seriously injured before action is taken? On page 37 of your draft plan it states that in 2017 the total social cost of deaths and serious injuries was \$283 million for the area, a good proportion of that would be on this road I would think. Weekly there are serious crashes on SH2. My two young daughters now know how many emergency vehicles going past our home equal a serious accident or fatality. At this rate it is only a matter of time before it is someone we know that is going to be killed. In the last 5 years there have been 6 accidents at our driveway alone. Every time I leave my driveway or slow down to enter it I wonder whether today will be the day I'm involved in an accident. Why is the safety of all users of this section of road being ignored? "Timely development of transport capacity is key to avoiding the negative impacts that occur when demand exceeds the available capacity". The state highway as it is currently was not built to cope with the volume of traffic it currently has, and this is shown by the daily traffic jam heading into Tauranga in the mornings. The demand is already starting to exceed the roads capacity. According to your own figures the population of Omokoroa will increase by around 10,000 people by 2030. This arterial route must be upgraded to cope with the increased traffic volume before more houses are built. State Highway 2 cannot cope with the traffic it has. Freight vehicles along this route are also increasing. Many truck drivers I know prefer to use this route rather than 25a as the wear on their vehicles is less. With the increase of traffic; freight and also workers heading into Tauranga are being delayed more regularly which is detrimental to our economy. Let alone when there is a serious accident which can take the build up of traffic hours to clear if the road must be shut. State Highway 2 is not some back country rural road that gets a little bit of tourist traffic, it is a State Highway, an unforgiving stretch of road that is no longer safe to drive. The traffic volume on this road is increasing daily. I ask that the RTC seriously look at their priorities and get the 4 lane highway and separate local road fast tracked ASAP. This section of road between Omokoroa and Te Puna should be priority 1!

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL457
First name	Claire
Last name	George
Individual or organisation	Individual
Organisation name	
Address 1	240F Minden Road
Address 2	RD6
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the safety improvements for SH2, Tauranga to Waihi moved to a higher priority, due to the risk to the public. The number of near misses does not get recorded, and I see these nearly every day when I travel this road. The number of recorded accidents with injury and even death are high on this road, as it has such a high number of entry points into the road. Many of the roads don't have safe turning bays for right hand turns. 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!

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL458
First name	John
Last name	Turnbull
Individual or organisation	Individual
Organisation name	
Address 1	341 Wright Road
Address 2	
City/Town	RD4, Katikati
ZIP/Postal Code	3181

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Section 7.4 and others How is it possible to justify a decision to delay indefinitely the TNL project, let alone capacity and safe travel improvements on the balance of SH2 through to Katikati. The statistics for death and harm from this unforgiving section of highway speak for themselves, let alone the mounting economic and broader social cost associated with inefficiency and excessive travel times. Members of our local community are outraged at the flip-flop on decision making here and I doubt they have ever had a more acute sense of the impact of regional and national level politics playing over an issue that affects so badly the lives of many in our community. The ongoing development of new housing at both Omokoroa and Katikati and the more gradual intensification the general rural population will compound matters, adding more volume, more risk to road users and increase journey frustrations. People are becoming more frightened and ultimately angry about their journeys on this section of State Highway. We have the land and resources to get underway. You need to move to fix this now.

Other comments:

There is mounting outrage in your community about deferring TNL and other SH2 works. You need to show some leadership on this matter and put a stop to the carnage and pain.

Document submission	
Document submission name	

Submission ID	TPOL460
First name	Colin
Last name	Hewens
Individual or organisation	Individual
Organisation name	
Address 1	43 Goodall Road
Address 2	RD 7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

If your "quality of life" and "Safety of public" amount to 75% of your last plan's objectives, I fail to understand why the Eastern Link went ahead of the Northern link, with its higher level of congestion and higher death and accident rate over the last decade. I can only put it down to politically motivated self interest by some members of your group of mayors who make the decisions, western Bay having two voices and Eastern Bay having four. If these are new objectives, then why are you putting the Tauriko upgrade, based on future possible growth of Tauriko west population at Priority 1; and SH2, which has already been suffering from such congestion, accidents and deaths for several years because of the aforementioned political decision to upgrade the Eastern Link ahead of the Northern Link, at Priority number 11. This seems to lack any logical reasoning, and I request that you reconsider the listing and reverse the order of these two priorities.

Other comments:

The NZTA must be brought under the control of the people through local, regional and national government. At the moment the bureaucrats of governmental services seem to be overturning sensible recommendations from the governmental branches to make illogical decisions. Please don't compound their mistakes by giving them poor priority lists to work from.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL461"/>
First name	<input type="text" value="Warwick"/>
Last name	<input type="text" value="Harrison"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="532a Lund Rd RD2"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

With the huge increase of traffic using the Tauranga to Katikati highway, there is a urgent need to create a safe and user friendly motorway, not just waste of money roundabouts and passing lanes. The traffic overcrowding on the existing road is third world, and totally unacceptable. Three years of Nationals S Bridges did nothing to alter the situation. Accidents, injury and deaths on this road is becoming a weekly event. Get on with fixing the problem not in three years, but start now W Harrison

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL462"/>
First name	<input type="text" value="Rachael"/>
Last name	<input type="text" value="Hansard-Trueman"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="65 Youngson Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Whakamarama"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Traffic on State Highway 2 is beyond ridiculous. Getting out of Youngson Rd to go into Tauranga is like playing Russian Roulette. It is so dangerous, and the amount of accidents on the highway isnt a surprise because it has become so overcrowded and tedious. Te Puna Station Road needs to be closed because the amount of people trying to take the shortcut to town by going the back way increases the Traffic jam 10fold. It is not a merge like a zip at the intersection by the Wairoa bridge. But stupid people let these pushy people in and it is sooooo frustrating and unfair. I suggest te Puna Station road should be closed at the Te Puna Rd end so these cheats cant push into the traffic. Once they have built the houses predicted for Omokoroa not only will it be near impossible to get out of Youngson Rd alive, but the short trip into town will be a nightmare. I think any fatalities on State Highway Rd will be on the Councils hands it something isnt dont ASAP

Other comments:

Document submission

Document submision name

Submission ID	TPOL467
First name	Cathryn
Last name	van Breda
Individual or organisation	Individual
Organisation name	
Address 1	50 Snodgrass Road
Address 2	Te Puna
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I live with my family of five in Snodgrass Road, Te Puna, Tauranga. Each day we travel SH2 at various times of the day/night. Four of us are driving (my husband, myself, our eldest daughter who has just gained her full license and our son, who is on his Restricted License). As a family we have great concerns with respect to the safety of ourselves, friends, neighbours and the general public who travel this very dangerous stretch of the SH2 between Bethlehem and Katikati everyday. The amount of fatalities and serious accidents on this stretch is absolutely appalling and a disgrace. I note on your 'Draft Regional Land Transport Plan 2018' that under your 'BIG PICTURE' you note: To have the best transport systems for a growing economy and a SAFE, HEALTHY and vibrant Bay Lifestyle. What I don't understand about this statement is that you are pitching it for the future ie. 'THE BIG PICTURE' when you should be addressing SAFETY immediately. Why wait for the future? The speed limit along SH2 from Omokoroa through to the Wairoa Bridge needs to be decreased effectively immediately. This can be addressed NOW. Since moving to this area in 2003, the amount of traffic on SH2 has increased by thousands of vehicles traveling every day. Surely SAFETY is paramount. Can you please advise what the plan is now and moving forward?

Other comments:

Please help make the stretch of road between Omokoroa and Te Puna SAFE for me and my family to travel on.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL468"/>
First name	<input type="text" value="Shelagh"/>
Last name	<input type="text" value="Gastrell"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8 Friis Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am very concerned to ensure that the improvements to State Highway 2 between Tauranga and Waihi take place as soon as possible. It is a very dangerous stretch of road exacerbated by narrow areas, corners, hills, multiple intersections and residential and business drive-ways. I have witnessed so many accidents and near accidents on the stretch of road especially between Katikati and Bethlehem that I fear for my life every time I use it. You can explain it by poor driving standards but a narrow, tortuous, undulating road needs a slower speed limit and more passing lanes. I live off Tetley Road, Katikati but no way do I use that intersection as it is lethal.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL469"/>
First name	<input type="text" value="Bronwyn"/>
Last name	<input type="text" value="Dawson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="63a Lowe Road"/>
Address 2	<input type="text" value="Pahoia RD8"/>
City/Town	<input type="text" value="TAURANGA"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass and a 4 lane highway on SH2 from Waihi To Tauranga needs to be made a top priority. This is Proven to be THE most dangerous stretch of road in NZ and is only going to get worse as the population of the WBOP continues to increase. As a main arterial route the road is a disgrace and totally inadequate to handle the volumes of traffic.

Other comments:

Please listen to the fears of the local community

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL471"/>
First name	<input type="text" value="Carol"/>
Last name	<input type="text" value="Roddick"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="92 Te Puna Quarry Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Re State highway 2 between Bethlehem-Omokeroa. The traffic on this road has become so dense it makes trying to get out of Quarry Road a nightmare. Take my life in my hands every time I venture out on the highway! Travelling times along this stretch of road are unpredictable taking at times an hour to travel 12km. The road is nowhere capable of handling the current traffic let alone what it will become with all the housing developments going on between Omokeroa and Katikati. It need urgent improvement and should be TOP PRIORITY.

Other comments:

Document submission

Document submission name

Submission ID	TPOL472
First name	Valmai
Last name	Maunder
Individual or organisation	Individual
Organisation name	
Address 1	116 Wallace Rd
Address 2	RD 4
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The State Highway between Tauranga and Omokoroa is at a diabolical point - traffic congestion wise, safety wise and danger wise. I am in disbelief that Omokoroa has been given consents to be subdivided so intensely and increase the population greatly, when SH2 to Tauranga has not been improved to cope with such increased volumes. In the 1990's I was a land owner in Te Puna who sold land to Transit NZ for the new Northern Arterial Route to be built on, and here 20 years later still nothing has started. Meanwhile so many lives are being lost, and on a more trivial note, so much time is wasted in traffic jams commuting to Tauranga.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL473"/>
First name	<input type="text" value="Chris"/>
Last name	<input type="text" value="Shallard"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="469 Wainui-South Road RD 8"/>
Address 2	<input type="text" value="Pahoia"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 link to Katikati from Tauranga needs to be a priority. Safety first in this situation, you have allowed the massive development of housing, and business but have failed with the access into the city on the most dangerous road in NZ. I travel regularly by road all over the country and your road is by far the worst. It must be priority number 1 for us and our children who are learning to drive on this road.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL474"/>
First name	<input type="text" value="Peter"/>
Last name	<input type="text" value="Myson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="1058 SH2"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The improvements to SH2 between TePuna and Omokoroa need to be lifted in priority to no 1. I want to explain to you how I was nearly killed on this road last year and how things have got worse and no safety measures have been put in place a year since my accident.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL478"/>
First name	<input type="text" value="Hamish"/>
Last name	<input type="text" value="Goodeve"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="424 wainui south rd"/>
Address 2	<input type="text" value="Rd4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

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. Stop your bullshit policy procedure carry on and make it happen! Itsa safety issue and it needs addressing NOW!

Other comments:

Im gobsmacked that this upgrade hasn't happened and i will fight every inch to make sure it does happen!!

Document submission

Document submisison name

Submission ID	TPOL479
First name	Rachael
Last name	Jeffrey
Individual or organisation	Individual
Organisation name	
Address 1	281 whakamarama RD7
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Upgrade SH2 make it safe for family and friend's to many are deaths . UNDER health and safe it's not safe

Other comments:

Just fixes SH2

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL481"/>
First name	<input type="text" value="Clayton"/>
Last name	<input type="text" value="Prime"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="331 Lockington Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Personally I have witnessed daily potential accidents waiting to happen on state highway 2 between Katikati and Tauranga. In my industry we call it a near miss, we act on these incidents to prevent serious injury or death. This highway is poorly designed full stop. Driveways in bad positions with no where for residents to pull over to slow down. Side roads at the ends of passing lanes where the passing lanes merge. The amount of intersections and there layout are all indicative of another statistic waiting to happen.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL482
First name	Merrilyn
Last name	Coffey
Individual or organisation	Individual
Organisation name	
Address 1	132 Youngson Road
Address 2	RD 8
City/Town	TAURANGA
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

STATE HIGHWAY 2 - TAURANGA TO KATIKATI This road needs attention NOW! My daughter who is now in her mid 20's was in kindergarten when the planning was well underway for this road to be completed within 8 years. Land was being purchased from property owners, a roundabout planned for the Omokoroa intersection and 4 laning with a barrier separating north and south lanes. 24 years later there is NOTHING to show for all this except a terrible road toll. NZTA, Regional Land Transport and the Government have the power to get the work done, know deaths will occur on this road and totally accept it. I have four adult kids who all drive on this road daily. I can hear the Omokoroa Fire Brigade alarms from my home, and they are regularly going off. Every day is a gamble on this road. We drive carefully, wouldn't dream of passing anything, have learnt to be patient on the road as there's no such thing as a quick trip to anywhere anymore but that doesn't guarantee you'll get home safe or that your family will and my family have all experienced on this road, frightening near misses. The worst thing about this road are the intersections. Poor visibility paired with high traffic volumes and the 100 km/h speed limit, make pulling out of intersections a very real danger. Many locals avoid a right hand turn out of side roads and make a left hand turn, and go up the next road available to make a U turn do another left turn to get out onto the State Highway in the direction they wish to go. Right hand turns are causing serious car accidents. OMOKOROA/SH2/YOUNGSON ROAD INTERSECTIONS: The orange markers installed on the State Highway, Omokoroa and Youngson Road intersections are dangerous. I strongly suspect the serious car accident that happened just south of the Youngson Road/State Highway 2 intersection on March 3rd, would not have happened if these hadn't been installed. We predicted an accident like that would happen there when they went in. There is barely any pull off area for left turning traffic going into Youngson Road and someone not paying attention was always going to get caught out here. I live on Youngson Road and have done for 28 years. I no longer turn into Youngson Road from either north or south and use Esdaile Road and Barretts Road instead and we're not the only residents who do this. It's ridiculous that it is to this point where we daren't turn in to our own road. Omokoroa residents turning right at peak hour traffic, with traffic building up behind them and stretching well down Omokoroa Road is causing real pressure on drivers to pull out onto the State Highway and risks are being taken. I have seen some crazy near misses at this intersection many times now - hence my avoidance of this area. APATA Apata Station Road and the Apata curves are totally unacceptable with so many critical accidents happening here. I've read some comments about it not being the roads but driver carelessness. There are that many cars on this poorly planned road, that any distraction, momentary lapse etc that a driver got away with 20 years ago is a real concern now. TRAFFIC BUILD UP The morning traffic heading into Tauranga is regularly built up to Omokoroa intersection and beyond now. This is taking drivers by surprise sometimes and my son saw a truck and trailer unit last week skid 40 metres as the driver wasn't expecting traffic to be stalled at the top of the flying mile by Omokoroa Challenge. Lucky that time no accident. 20 minute trips are now 50 minute trips. I understand there is an unwillingness to upgrade this stretch of State Highway 2 with the Kaimai - State Highway 29 being the route promoted for Auckland to Tauranga and the port traffic. Except that you can't totally control that and people prefer the coastal trip between the two cities. We are past that point where leaving our road as the little country back road to discourage out of town traffic can be accepted. There are too many serious issues on this road to list them all, so I am talking here about the issues that I see daily travelling between home and work. I hope residents of other roads will do the same. Please listen to the people who use this road. Please do the work that was promised over 20 years ago. We have waited long enough. Please no more deaths.

Other comments:

SAFETY FIRST

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL483"/>
First name	<input type="text" value="Megan"/>
Last name	<input type="text" value="Pakes"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="5 Maruia Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3176"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 upgrade needs to be re-prioritised from number 11 to number 1. People may say it is driver error but the entire point of the new health and safety laws is to make our environment as safe as possible and this road is not safe for the volume of traffic that is now using it. What is incredible is the amount of subdivision and building consents approved without the infrastructure to accommodate it in our area. As our environment and use of it changes we must in our businesses accommodate this to keep ourselves and our staff safe. Surely this logic applies to our road. Thank you for considering this.

Other comments:

Document submission

Document submission name

Submission ID	TPOL484
First name	Allan
Last name	McKerchar
Individual or organisation	Individual
Organisation name	
Address 1	116
Address 2	Wallace Road
City/Town	Te Puna
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Playing catchup on improving SH2 west bound out of Tauranga is dumb. Smart Growth? Yeah Right. Seriously someone frankly has slipped up badly on this. I would prefer serious thought be given to an inter provincial route connecting the bay through to the Waikato around where Thompsons track is currently situated. Regards Allan

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL485
First name	alison
Last name	badger
Individual or organisation	Individual
Organisation name	
Address 1	108b Plummer Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

my submission concerns the Council's de-prioritisation of SH2 north from Tauranga to Katikati. This is a dangerous stretch of road and urgently needs improving and widening. The road is inadequate to cope with the ever increasing volume of traffic from Katikati and particularly Omokoroa and it is inevitable that there will be more accidents and whilst they may be caused by speed, there are also innocent lives lost. I urge you to re-prioritise this road to number 1, not only in the Bay of Plenty, but in New Zealand. The statistics support the need to improve the safety of this road, not only for local traffic but also for the many visitors that come to this beautiful part of the country.

Other comments:

you have the funds for this work, so spend them where they will do the most good

Document submission	
Document submission name	

Submission ID	TPOL486
First name	John
Last name	Garwood
Individual or organisation	Individual
Organisation name	
Address 1	162 Carlton Street
Address 2	Bellevue
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

This submission is in support of that made by Jo Wills of Sustainability Options. To avoid Councilors having to read the same things again I have taken the liberty of only commenting on items below that I have a divergent view or have additional comments on. Are there any transport issues or opportunities that haven't been identified or addressed in the plan? We would support the following to be included: ☑ public electric vehicle charging stations in areas where the market does not deliver (currently the rural areas of region are being over looked and this may have a detrimental impact on the uptake of EV's by residents) As an owner of a fully electric vehicle, the most effective charging is at home on a slow charge (for cost and battery longevity reasons). However the sooner there are fast charge locations around 40 kilometres apart the better for users on longer journeys. The BOPRC could use its influence (at little to no cost) on the local power companies and Chargenet to have a comprehensive charging network in its area which would be conducive to tourism ☑ explicitly support the proposed passenger rail services between Auckland-Hamilton to Tauranga and Rotorua, with the view that these begin as soon as possible. Also, to improve those intercity services to high-speed trains as soon as possible, and to investigate the business case for rapid passenger rail from Whakatane to Tauranga, partly to ease growth pressures in the Western BOP. To my mind there is a glaring omission in the thinking on rail in the Tauranga area, that it is not part of the public transport network. This appears to stem from a reluctance to deal with Kiwi Rail. With the new Government there is the opportunity to take a fresh approach. As is well known Tauranga has a traffic congestion problem that is forecast to be long term (even if mitigated by AT and PT). However it has a rail network that passes through or near to major population centres in the East and the North, and which goes to the Mount and the Tauranga City centre. Getting a passenger service would be along term project involving all the local Councils and the Government. As an example with a bit of lateral thinking the costs of initial implementation and viability testing could be mitigated by using truck/rail buses (similar to the road vehicles seen on the railways doing maintenance), which would not require anything like as much infrastructure as with standard passenger train carriages. I am sure with some brain storming other viable options could be developed. As mentioned above this submission is in full support of that made by Sustainability Options other than as shown above.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL487"/>
First name	<input type="text" value="Stormie"/>
Last name	<input type="text" value="Vaega"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="60 Ross road RD7 whakamarama"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL490"/>
First name	<input type="text" value="Lance"/>
Last name	<input type="text" value="MacDonald"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8c tinopai dr"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL493
First name	Caleb
Last name	Watchorn
Individual or organisation	Individual
Organisation name	
Address 1	62 Prole Road
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 between Katikati and Tauranga must be changed from priority 11 to PRIORITY ONE! The road is incredibly dangerous and being a new licensed driver I believe it is a substandard road. It is presently graded a 2 which is well below a grade 4 requirement for a state Highway. The speed limit is far to high for the quality of road. I have to turn right often at the Omokoroa insptersction which is at times terrifying! Cars are coming at speed in all directions and people are taking unnessary risks to get across the intersection due to other vehicle pressures and line ups of vehicles, This stretch of road is incredible frightening and is classified as NZ most dangerous road. IT IS NOT FIT FOR PURPOSE AND A DANGER ZONE. PLEASE HELP![COMMENT 2]I believe SH2 Between Katikati and Tauranga is not fit for purpose. It is an incredibly dangerous stretch of road and this is supported with it being amounts if not the most dangerous stretch of road 8n New Zealand. It has a 2 classification which is a 60klm speed range. Omokoroa, Katikati and surrond8ng areas have increased in population dramatically and cont8nue to do so. How does this increased traffic continue to use an unsafe, inadequade road. It is killing our people.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL494"/>
First name	<input type="text" value="Mia"/>
Last name	<input type="text" value="Butler"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 Tuaia Street"/>
Address 2	<input type="text" value="Pyes Pa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati to Tauranga needs to be a priority 1 road for safety purposes. The road isn't fit for purpose with the increasing number of houses and cars now using it. It's very dangerous!

Other comments:

Document submission

Document submission name

Submission ID	TPOL495
First name	Kristy
Last name	Robinson
Individual or organisation	Individual
Organisation name	
Address 1	25 Falcon Drive
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Our traffic congestion here in Welcome Bay, and across the wider city at peak times is a real problem. It takes me an hour sometimes to get into town. I want to see improvements in bus services. If I commute by bus it will still take a long time to get to work but it will reduce emissions. If the bus service was quicker and there were more busses, more people would commute by bus. Also, if the school busses were free, that would reduce a lot of the peak hour traffic. I also propose free bike parking in town. If the cycle ways from Welcome Bay to town were improved, and there was a safe place to park my bike for free, I would invest in an ebike and cycle as much as possible.

Other comments:

Getting people out of cars and into public transport or bicycles is a priority!

Document submission

Document submission name

Submission ID	TPOL496
First name	Catherine
Last name	McIntosh
Individual or organisation	Individual
Organisation name	
Address 1	51 SixteenthAve
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the lifting of four laning of State Highway 2 from Te Puna to Kati Kati including the Kati Kati By Pass to number 1 on the Bay of plenty Regional Council submissions list to government please. This road is no longer fit for purpose and creates a measurable risk to the health and safety of all who travel on it. There is a duty of care in light of the know risk this road presents. The volume of traffic on this road means that the result of any driver error has the potential to be catastrophic. This is not a future risk, it is current and growing, and action is required immediately not at some future date when the situation is even worse.

Other comments:

I would like to talk to my submission	
Document submission	
Document submission name	

Submission ID	TPOL499
First name	Danny
Last name	Redwood
Individual or organisation	Individual
Organisation name	
Address 1	71a Laurel Drive
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am commenting on the dangerous stretch of SH2 north of Tauranga and the blatant lack of public consideration around your decision to de-prioritize its improvements. The safety record is appalling and it is very obvious that lives of people, injuries to people and the wider issue of impact on communities and families do not warrant consideration by you at all with this decision. The speed in which the development of Omokoroa is proceeding, the addition of lifestyle sections and building around Te Puna and the influx of rural and out of town daily commuters is massively impacting lives and business in our area. LTSA rate the Maramarua bypass and new section of road at five stars, they rate the new road to Te Puke at five stars, LTSA rate this section of highway at two stars. The road we have is not rated for the volume of traffic that your decisions around granting of consents for developments, and your plan around increased housing and population growth have created. AND that will be getting worse and worse. Your decisions have directly contributed to the loss of lives. How many more need to be injured or killed before you stand up and make the right decision.....I would like to ask directly what was the reason you downgraded the importance of the improvements? What is your criteria for the decision making process? Sincerely Danny Redwood 021025923541

Other comments:

Deplorable public consultation.

Document submission

Document submission name

Submission ID	TPOL500
First name	Geoff
Last name	Lambert
Individual or organisation	Individual
Organisation name	
Address 1	320 Lindemann Road, RD3
Address 2	
City/Town	Katikati
ZIP/Postal Code	3070

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Despite all the efforts of the community to highlight the problems to the town it appears that these have now been largely ignored by your Council. As a result, the proposed Katikati bypass has been given a very low priority with other schemes mainly related to bad drivers rather than roads being rated higher? Please reconsider and promote the bypass to within the top 3-4. Thankyou

Other comments:

No

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL501"/>
First name	<input type="text" value="kevin"/>
Last name	<input type="text" value="seddon"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="218 tanners point katikati"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="tauranga"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL502"/>
First name	<input type="text" value="Patricia"/>
Last name	<input type="text" value="Lambert"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="320 Lindemann Road"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3070"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The way Katikati and the Western bay is growing with massive increases in traffic volumes through the town, particularly in recent years, the need for a bypass is now much greater than many of the other schemes you have ranked above it. While the road to Tauranga can be improved the real problem is poor driving rather than poor roads. People should drive to the conditions!!! Please re-prioritise the bypass.

Other comments:

Document submission

Document submission name

Submission ID	TPOL504
First name	Barbara
Last name	Quedley
Individual or organisation	Individual
Organisation name	
Address 1	100 Woodland Rd,RD3,
Address 2	Katikati
City/Town	Tauranga
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The proposed Katikati By Pass- needs to be elevated from priority 15 to TOP 5 for the future SAFETY, health and prosperity of Katikati township area.

Other comments:

Just how many more submissions, meetings, discussions,requests need to be put in place before the Katikati Bypass is actioned upon? It took 32years in the Taupo area for the Bypass to be developed- what an amazing improvement for all concerned- Please do not let it take that long for the long overdue and continually promised By Pass for Katikati.

Document submission	
Document submission name	

Submission ID	TPOL505
First name	Kerin
Last name	Freeman
Individual or organisation	Individual
Organisation name	
Address 1	19A Mulgan Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I live in Katikati, in Mulgan Street which leads onto the SH2. When I came here 10yrs ago the traffic was manageable. Now it is not. I feel a prisoner here. Every day there appears something in the news, in the local paper, about an accident or a death on this highway. The volume of traffic is phenomenal and will only get worse. I can't get out of my road to go right to Waihi - I have to turn left, then into Highfields, then left again towards Waihi. Same with going to Countdown or anywhere else in the town - I have to turn left, find a road on my right, turn into it and then back onto the highway when there is a gap - sometimes I have to wait quarter of an hour or more. This is my town yet I have to breath in foul fumes from trucks and other vehicles. There is a phenomenal amount of trucks, logging trucks, petrol tankers going through our small town. People have been killed on this part of the road. I feel scared of driving to Tauranga, so I don't. I love driving but this road is a killer. We desperately need a bypass. Please. This volume of traffic bypasses the main road through Waihi. There are so many crashes, accidents. I hear the sirens wail from my house on their way to yet another crash, another death. We need that bypass. We have waited far too long. How many deaths do you need before we are a priority?

Other comments:

We in Katikati and Omokora need you to do the right thing and that is build our bypass.

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL506"/>
First name	<input type="text" value="glen"/>
Last name	<input type="text" value="jackson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="358 youngson rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I don't want my childrens lives at risk every day by driving on state highway 2...its needs to be sorted with a 4 way highway from katikati to tauranga and it needs to be tolled so its finished asap

Other comments:

this has to be the number 1 priority in BOP

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL507"/>
First name	<input type="text" value="Kerianne"/>
Last name	<input type="text" value="Bruce"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="27 Tory Way"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Health and Safety Issue Our main road is SH2 and in 4 years (2012-2016) there have been: 18 deaths, 35 serious, 95 minor injuries on SH2 from Katikati to Tauranga. The volume of traffic has significantly increased: Daily Traffic volume in - 1975 3410 vehicles per day, - 1994 8650 vehicles per day, - 2016 25800 vehicles per day This is a health and safety issue and requires immediate action.

Other comments:

Document submission

Document submission name

Submission ID	TPOL508
First name	Macy
Last name	Bruce
Individual or organisation	Individual
Organisation name	
Address 1	27 Tory Way
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Our main road is SH2 and in 4 years (2012-2016) there have been: 18 deaths, 35 serious, 95 minor injuries on SH2 from Katikati to Tauranga. The volume of traffic has significantly increased: Daily Traffic volume in - 1975 3410 vehicles per day, - 1994 8650 vehicles per day, - 2016 25800 vehicles per day This is a health and safety issue and requires immediate attention.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL509"/>
First name	<input type="text" value="Roman"/>
Last name	<input type="text" value="Bruce"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="27 Tory Way"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Our main road is SH2 and in 4 years (2012-2016) there have been: 18 deaths, 35 serious, 95 minor injuries on SH2 from Katikati to Tauranga. The volume of traffic has significantly increased: Daily Traffic volume in - 1975 3410 vehicles per day, - 1994 8650 vehicles per day, - 2016 25800 vehicles per day This is a health and safety issue and the needs urgent attention.

Other comments:

NO COMMENT

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL511"/>
First name	<input type="text" value="Sharni"/>
Last name	<input type="text" value="Wilson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="."/>
Address 2	<input type="text" value="."/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL512"/>
First name	<input type="text" value="Patricia"/>
Last name	<input type="text" value="Watson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="105 Woodland Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati RD3"/>
ZIP/Postal Code	<input type="text" value="6170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a resident of Katikati I totally support the urgent development of the Katikati Bypass, both for the benefit of the town centre and reasons of safety. The arguments for the bypass have been well documented, and date back over many many years. I implore the Regional Council to elevate the priority of this project from priority 15 to the top of the priority list. (Page 120)

Other comments:

Otherwise an interesting and enlightening plan thank you

Document submission

Document submission name

Submission ID	TPOL513
First name	Elaine
Last name	Thompson
Individual or organisation	Individual
Organisation name	
Address 1	235 Lindemann Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

BYPASS - KATIKATI Please prioritise this bypass from No 15 to the top level. This has now become a matter of urgency and needs to be dealt with sooner than what we read in the papers.

Other comments:

Yes. Please organise this bypass through Katikati township asap.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL514"/>
First name	<input type="text" value="James"/>
Last name	<input type="text" value="Thompson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="RD 3"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL515"/>
First name	<input type="text" value="Angie"/>
Last name	<input type="text" value="Edgar"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="17a waikaraka Drive East"/>
Address 2	<input type="text" value="Rd6, Te Puna"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3110"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State highway 2 upgrade from Omokoroa needs to be done ASAP, this road continues to have more and more cars as Tauranga and out lying areas grows and is clearly not copy with this increase. Also a round about at Tauriko and the junction of Cambridge Rd needs to be considered the increased traffic due to the Laked development, a second entry and exist point at the Tauriko end should also be considered other than into Pyes Pa end. Traffic turning into and out of Cambridge Road take their lives into their own hands to do so. And with the increased commercial buildings being added to the Lakes this is only going to get worse.

Other comments:

If given the choice between a Museum and better roads in Tauranga I think most locals would prefer better roads - I know I would!

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL516"/>
First name	<input type="text" value="David"/>
Last name	<input type="text" value="Roberts"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="36 Kauri Pt Rd R.D.3"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass now. We have talked about this seemingly forever. Just get on and do it. The land is already purchased. It is a small length of road that will have a huge impact on our town. It should be a top priority. At least in the top 5

Other comments:

Please dont put it off again!!

Document submission

Document submisison name

Submission ID	TPOL517
First name	Angela
Last name	Bezzant
Individual or organisation	Individual
Organisation name	
Address 1	Leyland rd
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Yes the order and priority in which state highway 2 from Te Puna to Katikati is now 11th on the list, (after a cycle track) and the fact that it is a category 2 road, the speed limit and amount of users is dangerous. Especially with a huge increase of users due to the growth/development of the Omokoroa community and surrounding areas is appalling. Obviously this is evident in the weekly accidents that we are seeing occur in our area, with deaths and injuries of our local folk, which needs to be addressed ASAP!

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL518
First name	Amanda
Last name	McDaniel
Individual or organisation	Individual
Organisation name	
Address 1	56B PLummers POint Rd
Address 2	RD 2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. However my worst worry everyday is the State Highway 2 from Kati Kati into Tauranga. This area has had the highest economical and residential growth. We need a proper 4 lane highway, However in the mean time we are playing Russian roulette everyday with this antiquated road. Plummers point rd is a prime example. a passing lane that people are dong probably 120Km to get past another car travelling at 100km then quickly flows into a major intersection on the left, a gas station on the right, where cars continually try to cross the center line and turn right into it. then a parade of shops with even more confusing entrances and exits. Then a major intersection of Barrat rd. Needd I describe Omokoroa intersection!!!! I can not believe that a cycle lane is on a higher priority than this killer road. A cycle lane that is often promoted for tourists coming to nz to see how forward thinking we are. This stretch of road has had the MOST DEATHS AND ACCIDENTS of any road in the country!!! DO the right thing put our road at the top of the list to stop kiwis dying. In waiting Amanda McDaniel

Other comments:

My families lives and my friends lives are very important, we pay tax for a very good reason. Give this area the road it deserves for the amount of people that have influxed to this beautiful place

Document submission	
Document submisison name	

Submission ID	TPOL521
First name	Joanne
Last name	Knight
Individual or organisation	Individual
Organisation name	
Address 1	469 state highway two
Address 2	R.D.3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass today and needs to be prioritised up to the top five on the list not left at number fifteen. I have lived here since 1980 and the bypass was mooted then and it is simply a joke that we are still battling for it. The powers that be making the call on this decision do not live here and have no idea what residents in town and rural people and tourists are putting up with because of congestion and delays in the streets. It's simply disgraceful. Even if the bypass work was started today it would take years and so we have to put up with this ridiculous situation because the people behind desks are ignoring us. Action please!! Put us up in the top five on the list.

Other comments:

Please take Katikati and its need for a bypass seriously. Thank you.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL522"/>
First name	<input type="text" value="Linda"/>
Last name	<input type="text" value="Britton"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="C/- 36 Main Road"/>
Address 2	<input type="text" value="Katikati"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a local resident of Katikati for the past 21 years; when we first arrived into the district the new Katikati Bypass was muted; since then the township and surrounding area has grown considerably; one of the fastest growing areas of New Zealand. However the road, SH2 from Katikati to Tauranga has remained the same, traffic has increased four fold; as a volunteer ambulance officer for a number of years, I have personally attended many highway accidents, most of which were all horrific due to the high impact - these memories will stick with me for the rest of my life, I have also personally lost close friends on the Highway. We have canvassed, we have protested, we have campaigned for years and years to have our highway upgraded and a new bypass created to allow our Main Street of Katikati to retain it's small town community - the highway completely divides the Main Street, the noise and pollution affect our community every day. We felt we had a glimpse of hope at the last public meeting with LTA, only to be informed more recently that we have now been placed #15!!!! on the top 15 proposed regional activities??? This is totally unacceptable, how many more accidents, deaths, injuries, post traumatic incidents do we have to have before we have some early intervention and action?? PLEASE MAKE OUR SH2 KATIKATI BYPASS A #1 TOP PRIORITY... WE DESERVE IT, we are the link to the golden triangle, Tauranga Ports... money is being collected from us everywhere, it's about time it was put back into our community. Thanks

Other comments:

Document submission

Document submission name

Submission ID	TPOL523
First name	Cheryll
Last name	Hopping
Individual or organisation	Individual
Organisation name	
Address 1	131 Koutunui Road
Address 2	Athenree, RD1
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Both my husband and I want the Katikati Bypass elevated from priority 15 to a priority in the top 5. Katikati is a growing area and the traffic through the town is horrendous. All the heavy vehicles make shopping there extremely dangerous and totally unpleasant. We have lived in the area for 3 years and over that time the volume of traffic has increased. The whole roading system needs to be 4 laned from Waihi to Tauranga as it just cannot cope with the traffic and the number of accidents on this stretch of road is shocking. Please, please - as residents we need the bypass the highway upgrade.

Other comments:

Please listen to the locals.

Document submission

Document submission name

Submission ID	TPOL524
First name	Brad
Last name	Barbour
Individual or organisation	Individual
Organisation name	
Address 1	11 Astelia Drive
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Residing in Omokoroa, I use the road from Tauranga to Waihi multiple times a day for work. After seeing the number of fatal and near fatal accidents increase over the last 10+ years of driving, I want this road to be prioritised higher for upgrade. I do not believe it is safe for the volume and speed of traffic. I have experience in motorsport and truck driving so I understand the ability/attention of the average driver could be better. However, driver error resulting in accidents can be minimised through safer roads. A more efficient road would also increase GDP and future proof the area for development. State-highway 29 should be prioritised lower than state-highway 2, just go for a drive on both and you can see why. In summary, I do not believe it is in the best interests of the wider Tauranga community and neighbouring regions for state-highway 2 to not be priority number 1.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL527
First name	Norman
Last name	Knight
Individual or organisation	Individual
Organisation name	
Address 1	469 State Hibhway 2
Address 2	R D 3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The residents and businesses are tired of waiting, 38 years, for the promised bypass! Apart from the inconvenience of heavy traffic and travellers contesting the Main Street we have the health aspect. You only have to watch the action to see exhaust fumes as trucks in particular excelerate through town when traveling from the north or moving off from the traffic lights. The noise is also a problem, shops really need to keep their doors closed. One would expect that it would be morally correct to reacify this situation as it was a problem recognised all that time ago, which has grown an exorbitantly this then. Please move this up your list of priorities.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL528
First name	Alistair
Last name	Gray
Individual or organisation	Individual
Organisation name	
Address 1	9 Scoria Close
Address 2	Pyes Pa
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The prioritisation for future spend in the BOP is completely askew and downright wrong! This document shows the primary focus is on creating connections for a community which won't even begin to exist for another five years in Tauriko West (priority 1, 3 and 5) while complete ignoring the safety nightmare that is SH2 between Bethlehem and Omokoroa and furthermore towards Waihi. If you have a focus on traffic movements, not solely freight, you need to reprioritise this document. Priorities 6, 11 and 15 need to be brought ahead. Instead of focusing on a yet-to-be zoned new suburb you NEED to focus on where your community currently lives. Alongside the TNL (there is no date confirmed for this yet either) these improvements would save lives as well as create a safe, efficient highway as well as a local road network that would provide an alternative option - therefore deferring traffic. In short. PRIORITISE the SH2 IMPROVEMENTS! This road serves a growing population of people who currently call the BOP home and have difficulty moving around the District at the moment. Include Tauriko projects, but time these appropriately to best serve all BOP residents and come in along with the first houses to be built here.

Other comments:

PRIORITISE SH2 IMPROVEMENTS!!

Document submission

Document submission name

Submission ID	TPOL529
First name	Barry
Last name	Hopkins
Individual or organisation	Individual
Organisation name	
Address 1	2 Kyber Pass RD 3
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Priority #15 on the ten year plan. We wish to see the Katikati Bypass be brought up to be in the top 5 of priority. Katikati has for too long had to put up with large trucks and trailers rumbling through the town. The angle parking in the town makes it dangerous backing out in traffic. How long will it be before there is a major accident in town with loss of life?

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL530
First name	Jennifer
Last name	McHardy
Individual or organisation	Individual
Organisation name	
Address 1	297E Ross Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We are highly concerned with the safety of SH2 since the mainly single lane highway has, reportedly, one of the highest traffic flows of any State Highway in NZ that has not been upgraded to four lane standards. We believe the Omokoroa development should not have started before SH2 was of a standard to handle this traffic. This should now be fixed before Tauriko is prepared for its potential expansion. Therefore, we believe that on page 13 of the full draft plan, the priorities 1 and 11 should be reversed so that the mess that already exists here is corrected now.

Other comments:

Since we have lived in the area we have been significantly affected by the rapidly increasing traffic, and sheer volume of traffic has at times slowed the highway to walking pace from Whakamarama to Bethlehem. There have been times where we have been virtually 'imprisoned' by SH2, and unable to go to either Katikati or Tauranga easily.

Document submission	
Document submission name	

Submission ID	TPOL531
First name	Karen
Last name	Wilson
Individual or organisation	Individual
Organisation name	
Address 1	67/4 Greystone Place
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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? 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. Yes a lot of the accidents are caused by driver error but when you look at the old road between the Mount and Te Puke that used to have numerous serious/fatal accidents, and you now look at the lack of serious/fatal accidents on the TEL, having upgraded roads which cater for all the feeder roads, helps immensely. You even mention within the Plan the following: Road crashes impose high social and economic costs on the Bay of Plenty. In 2017, the total social cost of deaths and serious injuries amounted to \$283 million. Doesn't this say it all? The improvements to this road cannot be pushed back continuously. How many more serious and fatal accidents do there need to be?

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL533
First name	Anne
Last name	Duncan
Individual or organisation	Individual
Organisation name	
Address 1	19 Athenree Heights
Address 2	RD!
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Bypass elevated from priority 15 to a priority in the Top 5. I believe this bypass is critical for the people living in the region for safety and economic reasons.

Other comments:

No

Document submission

Document submission name

Submission ID	TPOL534
First name	Jill
Last name	Thurston
Individual or organisation	Individual
Organisation name	
Address 1	6 Oriental Parade
Address 2	Papamoa Beach
City/Town	Papamoa
ZIP/Postal Code	3118

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe we need a public railcar/train service between Tauranga and Auckland as soon as possible, it should take lots of traffic off the roads.[COMMENT 2]We total believe the Turret Road bridge and 15th Avenue should be upgraded into double lanes at least both ways to help traffic flow in and out of Tauranga city, the hospital is becoming harder to get to in a hurry with the congestion of traffic on Turret Road Bridge and 15th Avenue, even Via the bridge into the city is becoming a night mare someth8ng needs to be done and quickly.

Other comments:

Yes we enjoy using the TEL and would like to see the TWL going ahead it's terrible when you have to head to Omokoroa or Waihi. We tend not to bother.[COMMEN 2]Yes Tauranga sure hasn't kept up with their reading they just keep piling the houses in, what a nightmare

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL535"/>
First name	<input type="text" value="Kenneth Russell"/>
Last name	<input type="text" value="Woods"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="176 Woodland Rd"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe we need our bypass well before the cycle track that is higher up on the list. We have been living in Katikati since 1989 and were told back then the bypass will be done in 10 years, 29 years and still waiting.

Other comments:

Document submission

Document submission name

Submission ID	TPOL537
First name	Ben
Last name	Haarmann
Individual or organisation	Individual
Organisation name	
Address 1	444 Lund Rd
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The bypass at Katikati needs to be given more priority. It is terrible having to shop there with the constant flow of Trucks from AKL and Forestry driving through. The noise, diesel fumes and sheer size of the trucks is terrible. I am surprised none of our Senior Citizens havent been skittled yet. There also needs to be more priority given to SH2 from Waihi to TRG. Unfortunately NZ drivers these days are pretty poor, especially the elderly of which there are thousands in the Western Bay, so widening lanes, dropping the speed limit, adding different road markings and barriers on the outside of the lanes is not going to help. 4 laning with a barrier down the middle will be what saves lives. I don't receive much for my rates (no sewerage, no water, no rubbish collection and I havent been to a library in 35 years), so it would be good to see some investment of my rates in to safety for everyone. Regards Ben

Other comments:

Please listen to the rate payers	
Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL538"/>
First name	<input type="text" value="Graham"/>
Last name	<input type="text" value="Leigh"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="457 Minden Rd RD6"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3176"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Believe SH2 has a high traffic volume well beyond its original intended capacity ie Tauranga to at least Paeroa section of SH2 and priority should be given to widening the road,providing more passing lanes and anything else which will make drivers safer on this increasing accident prone highway.

Other comments:

Keep up the good work and the more improvements the better.

Document submission

Document submisison name

Submission ID	TPOL539
First name	Linda
Last name	Flegg
Individual or organisation	Individual
Organisation name	
Address 1	376 Kauri Point Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Katikati Bypass to be elevated from number 15 to the top five because the traffic congestion at certain times of the year sees traffic backed up as far as the Athenree turn off. Also the main street is dangerously congested making it difficult and unsafe for parking. The truck drivers need to be able to get from A-B and giving them a faster alternative route will allow them to avoid the constant stops in the main street.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL540
First name	Kelvin
Last name	Peck
Individual or organisation	Individual
Organisation name	
Address 1	119 Leyland Road
Address 2	RD 7
City/Town	TAURANGA
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Concerned with the safety of SH2 since the mainly single lane highway has, reportedly, one of the highest traffic flows of any State Highway in NZ that has not been upgraded to four lane standards. The Omokoroa development should not have started before SH2 was of a standard to handle the traffic flows. This should now be fixed before Tauriko is prepared for its potential expansion. Therefore, I believe that on page 13 of the full draft plan, the priorities 1 and 11 should be reversed so that the mess that already exists on SH2 is corrected.

Other comments:

Please make fixing SH2 between Katikati & Tauranga a priority.

Document submission

Document submission name

Submission ID	TPOL543
First name	Michael
Last name	Bowe
Individual or organisation	Individual
Organisation name	
Address 1	214 Kauri Point Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am deeply concerned that the Katikati bypass is only at #15 on the priority list for the next 10 year plan despite, as I understand it, having already been proposed a number of years ago. I submit that this is short-sighted in two important respects - (1) the quality of life of the residents of Katikati and its environs and (2) the consequences of traffic congestion for the regional, as well as local commercial and social infrastructure. Katikati is a delightful little town with an abundance of excellent art and culture for its size, providing a natural focus for local residents and visitors alike. But this ambience is already being threatened by the roar and vibration of huge articulated trucks having to navigate the twists in the very narrow high street and the points of congestion posed by the bridge over the Uretara Stream and the pedestrian crossing. A pedestrian crossing and traffic lights on a State Highway!!! I am aware that some of the local tradespeople are concerned that they would lose business if the traffic of SH2 were shifted away from the town centre. I do not agree: the inhabitants of Katikati and its environs will continue to enjoy the convenience of supporting the local community. And, because of its character, visitors will still come to Katikati whether SH2 goes through it or not - perhaps even more so without the present disagreeable noise and fumes. I really do not believe that passing motorists in the vehicular Konga along the high street to Auckland or Tauranga, are tempted to pull over in significant numbers. As to the SH2 itself, its regular users will already be aware of the congestion caused by Katikati. I have been resident here for only two years and even in that short time I have become aware of what was a 5-minute drive into town now taking considerably longer because traffic is often backed up - even in off-peak times - to past the junction at Kauri Point Road. A similar increase over the next two years will produce a regional black spot. I urge the Council to raise the Katikati bypass to the Top 5 of the Roding projects in the Draft Regional Land Transport Plan.

Other comments:

No

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL544"/>
First name	<input type="text" value="Carol"/>
Last name	<input type="text" value="Bourn"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="571 Old Highway R D 8"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Safety of Highway between Te Puna to Katikati. Especially with all the new subdivisions being developed at Omokoroa and Katikati. A 4 lane highway needs to be started now and not be 11th on the list of priorities

Other comments:

Document submission

Document submission name

Submission ID	TPOL545
First name	Karen
Last name	May
Individual or organisation	Individual
Organisation name	
Address 1	6 Stanley St
Address 2	RD 3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Move the Katikati bypass to within the Top 5. Being at priority 15 is disgraceful. In the past 12 years of living here we have seen a marked degradation of the traffic flow through Katikati and on either side of the town centre beyond the open road signs. This is particularly so during the holiday periods. During xmas/new year a 10 minute journey from my home to Katikati town is taking 30-50 minutes sitting in traffic that is at a standstill. Have you stood in the main street of Katikati outside any of the shops between the hours of 9am-5:30pm? In my opinion, the shopping in Katikati has become inferior when compared to other similar small towns. The atmosphere does not attract new businesses of a better class. Many of the residents do not enjoy wandering around the shops so we are inundated with op shops and discount shops. I have been looking to open a business in the central shopping centre for the past 6 years and feel that the shopping area is not conducive to good sustainable business. This is mainly due to the number of trucks driving through the main street. On a rainy day, it is even more unpleasant with the spray from the trucks. Another concern is always the fumes and noise caused by the trucks passing through Katikati town.

Other comments:

The Tauranga to Waihi State highway 2 also needs some urgent work to minimise the number of fatal accidents. It is stressful to all who live in Katikati.

Document submission	
Document submission name	

Submission ID	TPOL546
First name	Nigel
Last name	Miller
Individual or organisation	Individual
Organisation name	
Address 1	38 Martray road
Address 2	RD 1
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Bypass Katikati elevated from priority 15 to a priority in the top 5. I would like the bypass to ease the congestion through the town which causes significant delay in getting around. There is also safety issues due to the large amount of traffic.

Other comments:

An expeditious time frame for construction would be greatly beneficial for the Katikati community.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL547"/>
First name	<input type="text" value="Merlyn"/>
Last name	<input type="text" value="Cartwright"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="6b kayelene place"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I object strongly to state highway 2's upgrade being downgraded especially as we in this area have been waiting for 18+ years for major works to be carried out. At the moment we are experiencing motorway style driving on SH2 so people attempting to join this road from a minor road have to take risks they shouldn't have to. In the past 10 years there has been a huge increase in traffic using SH2, adding to the problems we are experiencing now. What will happen when there are the proposed hundreds of new Omokoroa residents also joining the queue to join SH2. Government wanted more housing in this area, so it should see to the infrastructure. People will not back down this time, we are angry!!

Other comments:

Document submission

Document submisison name

Submission ID	TPOL548
First name	Veronica
Last name	Lewis
Individual or organisation	Individual
Organisation name	
Address 1	120 State Highway 2
Address 2	Bethlehem
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to refocus Government and local council on the FACT that the Tauranga-Katikati current highway is a Death Trap and needs to urgently be upgraded to a Priority 1 status. I am sure you are aware of the 18 deaths, and 35 serious injuries within the past 5 years. I work in an industry that deals with the victims and 'offenders' of these crashes who tell me that surviving these crashes is at times worse than had they been killed. I challenge you to hear children with no parents, because they were killed on this road, speak about their loss and fears. I challenge you to speak to the people who have an envelope full of pins and screws from the leg they tried to save to no avail because they were sticking to the rules and someone crossed the centre line. I challenge you to speak to the 'offenders' with now criminal records who have killed someone, lost their license and live the fact they have killed someone in an accident on this road. Do I blame the road? Yes. I have lived on this highway for the past 17 years - when I purchased it was a plan that the road would not be a highway in 7 years. 17 years later it is a death trap. In that time I have helped people from crashes, have a centre barrier directly outside my drive, my husband has pulled a teenager from a burning car whilst his friend burnt to death next to him. This road is a death trap and is commonly referred to 'Death Alley.' I'm sure you know all this but my question is, is this something you are willing to accept? Is this anything less than a Priority 1 and that needed to happen yesterday? If no, how? I note the attempts to make this stretch safer by placing barriers and centre strips but these tend to cause more confusion and dangerous driving due to not confident drivers slowing down suddenly. For subdivisions to be approved for families to live whereby they have to drive, with children, across these busy roads, with logging trucks appearing to be every 5th vehicle, is crazy, money making, and completely reckless behaviour to be allowed to continue any longer by our Government and Council. Please, I beg you to take the feedback on board, make change, and save lives..

Other comments:

No. If you need to speak with me, please call.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL550"/>
First name	<input type="text" value="Peta"/>
Last name	<input type="text" value="Surry"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="504 Youngson Rd"/>
Address 2	<input type="text" value="Whakamarama"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the priority of the state highway 2 upgrade to be moved from number 11 to number 1. This is due to major safety concerns. I have witnessed an unacceptable number of accidents on this road.

Other comments:

Please prioritise the upgrade of state highway two as urgent. It is beyond a joke the number of accidents and near misses happening here every week.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL551
First name	Maddy
Last name	Surry
Individual or organisation	Individual
Organisation name	
Address 1	504 Youngson Road
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the priority of the upgrade of State Highway 2 upgraded from number 11 to number 1. This is for safety reasons. I am learning to drive and have seen many near crashes on this roads. Since I moved to Whakamarama 4 years ago there have been so many deaths on this road. It is very dangerous.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL552"/>
First name	<input type="text" value="Gemma"/>
Last name	<input type="text" value="Surry"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="504 Youngson Road"/>
Address 2	<input type="text" value="Whakamarama"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the priority of the upgrade of State Highway 2 upgraded from number 11 to number 1. This is for safety reasons. I am learning to drive and have seen many near crashes on this roads. Since I moved to Whakamarama 4 years ago there have been so many deaths on this road. It is very dangerous.

Other comments:

Document submission

Document submission name

Submission ID	TPOL555
First name	Noel
Last name	Benefield
Individual or organisation	Individual
Organisation name	
Address 1	12b Athenree Road RD1
Address 2	
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Kaktikati Bypass. I have been informed that this project has been listed as 15 on the priority list. Without this bypass the density of traffic will continue to increase and long delays can be anticipated. I moved into the area 4 years ago and in that time I have noticed an increase in traffic density and delays. I try not to travel during certain times but inevitably I will miss an appointment at the hospital as the delays get longer. I agree with others that the Bypass should be elevated higher on the priority list.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL556"/>
First name	<input type="text" value="Thomas"/>
Last name	<input type="text" value="McCaughan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="195 Lindemann Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the fact that the Bypass was approved more than 6 months ago and little progress has been made. What does approval mean, surely all that needs to be done now is set the wheels in motion. My main worry is that it has been approved 3 times in the past and nothing has been done.

Other comments:

Document submission

Document submission name

Submission ID	TPOL557
First name	Ruth
Last name	McCaughan
Individual or organisation	Individual
Organisation name	
Address 1	195 Lindemann Road
Address 2	
City/Town	RD3 Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Other comments:

No

Document submission

Document submission name

Submission ID	TPOL558
First name	Jen
Last name	Moleta
Individual or organisation	Individual
Organisation name	
Address 1	55 Links View
Address 2	Omokoroa RD 2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It is clear that the roading in the Western Bay area has not kept up with the rate of development in this area and through to Katikati. This problem is only going to be exacerbated by the massive amount of housing developments currently being carried out in Omokoroa. Two areas which need urgent attention are those of the intersection at Omokoroa which is dangerous, particularly when making a right hand turn either in or out of Omokoroa Rd. Plummers Point Rd is also a dangerous intersection, largely because of its position and the heavy amount of traffic which uses it, particularly school traffic from No. 1 School. These are only two examples of problems on this road which need to be rectified as a matter of urgency and it is very concerning that improvements to this highway have been downgraded in terms of order of priority.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL559
First name	Margot
Last name	McCool
Individual or organisation	Individual
Organisation name	
Address 1	196 Whakamarama Rd
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like every effort made to expedite the Tauranga Northern Link project as a top priority for the region. This needs to be a priority on the basis of Safety (deaths and serious injury rate), economic efficiency (the current highway is highly inefficient at peak times, and increasingly inefficient at other times of the day as well); lacking accessibility and resilience (there are numerous parts of the highway that have no detour option and in the event of a major traffic incident the entire highway comes to a standstill), and this highway will most certainly not be fit for purpose as the projected population growth at Omokoroa and beyond, combined with the forecast growth in the kiwifruit harvest, add to the current traffic overload. I also encourage the BOPRC, in conjunction with NZTA, to fastrack the extension of the Tauranga Northern Link through to Katikati (including a Katikati bypass) and Waihi - for all the reasons outlined above. In the meantime, there is a need for safety improvements to be made to this entire length of highway, to reduce the unacceptably high crash rate

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL560
First name	Rosemary
Last name	Wilks
Individual or organisation	Individual
Organisation name	
Address 1	202 Kauri Point Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional ProjectList to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction were started today it would take at least three years to complete, which would be three years of traffic congestion, and misery for the Katikati community.

Other comments:

My business is located at 4 Main Road, Katikati, which is at the northern end of town - right on the busy corner/intersection of Beach Road. Each day, I witness traffic congestion, noise and frustration. From my daily observations the following have become concerns: Firstly, the noise factor. Noise is a constant pollutant that I have to cope with in my shop, and this is beginning to affect my health (hearing). It's not just trucks that make the most noise, there are also motorbikes, and other contributors such as the brakes on the school bus. Another, factor that I observe are the big trucks, such as logging trucks that drive onto the footpath as they are driving around the corner. This happens when there is another big truck stopped in the middle of the road waiting to turn into Beach Road. The example I have just mentioned, I have witnessed twice this week alone. These truck left hand overtakes are at a considerable speed (50kmph). My concern is that a child could run out from nowhere at this time and get hit. It also can't be good for the pavement. Thirdly, the traffic volume and congestion is increasing. I make several deliveries of flowers per day, and it can be challenging pulling out onto the main road. I have noticed that yellow lines have been painted onto the road at the Beach Road intersection, to stop cars from blocking the intersection. I have also observed that cars still stop on those lines which completely blocks the intersection and drivers are not being considerate to cars trying to turn right from Beach Road onto the main road. This then causes motorists to become impatient and drive crazily out of Beach Road. Lastly, there is so much traffic congestion on the main road that Katikati is now not very welcoming. On some days, motorists just are not stopping because it is far too hard for them to get back into the traffic. So, they drive through Katikati and head straight for the city. This affects the local trade, which we retailers particularly noticed at Christmastime.

Document submission	
Document submission name	

Submission ID	TPOL561
First name	Paul
Last name	Cosson
Individual or organisation	Individual
Organisation name	
Address 1	27 Walker Rd West
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am very surprised at the priority rankings of the projects listed for the BOP regional council. That the Omokoroa project is listed at number 5 is quite frankly staggering. It should be number 1. I am also particularly surprised and disappointed that the Katikati urban (bypass) project is shoved right down to number 15. The traffic through Katikati is heavy on an ordinary day, 20,000 vehicles per day pass through. This number is forecast to rise to 35,000 in the next few years. Remember, this is on any given day. Then there is holiday season when the road is unbelievable. During the Christmas & New year period it is common for the traffic to be at a standstill from Katikati township right back to Walker road West, a distance of approximately 4 km, where we live. You'd expect that sort of congestion in Auckland, but not in a tiny rural centre like Katikati. The residents of the surrounding areas just can't function at this time of year, it's a real nightmare. Just imagine what it will be like when the forecast extra 15,000 vehicles per year hit the road. Oh dear. In my view the time to act on the bypass is now, before it becomes a crisis. Better the safety rail at the top of the cliff, than the ambulance at the bottom. In other words, get it done now, before it's too late.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL562
First name	Marion
Last name	Doiglas
Individual or organisation	Individual
Organisation name	
Address 1	71 Laurel Drive
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I understand the need to think to the future and attempt to relieve future hold ups on roads but I feel it is best to deal with current holdups and accident/death areas first. If road must be the priority then SH2 issues must be addressed first. The congestion is happening NOW, not even in the future and the deaths and injury rate is horrific for a first world country. Promoting better public transport including rail and bus frequency and use in my opinion is the most important priority. We can move far more people off the road using rail, thus relieving congestion and possibly accidents and deaths. Buses can also move more people in a single vehicle, thus relieving congestion and possibly accidents. The current priority list lacks genuine futuristic thinking as it appears to be based on solving problems associated with roads (apart from the admirable single focus on bike tracks).

Other comments:

NZers cannot afford to be selfishly sticking to the one person per car freedom mentality, or the focus on trucks on roads for transporting goods. We have to be smarter than that and find real future solutions.

Document submission	
Document submission name	

Submission ID	TPOL563
First name	Neil
Last name	Blackstock
Individual or organisation	Individual
Organisation name	
Address 1	11 Links View Drive
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My submission on the draft BOP regional Land Transport Plan 2018. Some years ago the Western Bay of Plenty District Council calculated the population growth in Omokoroa was going to increase dramatically in the future and so wnet about teh sewage scheme to Tauranga to cater for that increase in Population. It has been weel known for many years that Tauranga and surrounds are a popular retirement destination. Now with the sewage taken care of, little thought was made on the balance of the infrastructure on how to meet demand with the increased residents. Having lived in the Tauranga to Katikati area for the past 15 years (approx) it has not been hard to see the incremental increase in population and car movement on the State Highway. Given that the road is also used by Trucks, Tractors, agricultral vehicles serviceing Kiwifuit and avocado growers, farmers, lifestyle block owners. All these vehicles use the road, many at different speeds ie Tractors, sprayers, hedge trimmers. Many others drive at 80km causing a backlog of traffic. The state highway is unusual in that there are very few parralel roads which residents can use to avoid the State highway. Having travelld this road almost daily to Tauranga, the voilume of traffic has increased dramatically in both North and South directions, both Morning and Nlght. Commuters are leaving earlier and earlier to avoid congestion. Acase in point is the Te Puna Station Road/ State Highway interesctionat Wairoa Bridge. The amount commuters who bypass the main road and take alternatives such as Snodgrass Road and Te Puna road only create an excessive backlog of traffic, once on the Wairoa Bridge traffic flow increases, to that point is stalls. What is the economic impact of the daily commuter sitting in their vehicles for half an hour or more each morning at nearly a standstill. Turning off into the various sideroads is dangerous because there is insufficient braking distance to turn in safely with trucks and other commuters on the road. The increase of orange sticks in the center of teh road only causes more visual polution an distraction to road users, epecially those turning into Omokoroa. The safety improvements barely allow anyone to pull to teh side of the road in safety. The many many road signs are a hazard making motorists take there eyes of the road to see what the signs say. There are to few speed limit signs. General advertising signs are few in comparison to roading signs. The road on the whole is safe if you take away all of the road sign distractions. However the volume of motorists, the poor side road access and exits, the dangerous cones, wire ropes and passing lane design make this road te killer it is. Dont put police spped guns on the flying mile. It is one of the more visual places to pass. More motorist's make hasty decisions on this road than others I can comment on. Why? It is poorly designed, overused and overtaken with distracting signage. The speed limit is adequate if people can use it. There are to many people who go to slow. What is the average speed from omokoroa to Tauranga in the morning. I would confidently say under 50Km. Please four lane the road the cost/benefit ratio must be in our favour, provided side issue are not taken into account. The side issues will fix themselves. I would like to see 20 plus years of posturing come to being now, not in another 20 years with how many lives lost. Consider your families and friends using this road.

Other comments:

Kia kaha. stand tall and proud and make the right decision now. Think of the future generations in our beautiful BOP

Document submission	
Document submisison name	

Submission ID	TPOL565
First name	Therese
Last name	McClintock
Individual or organisation	Individual
Organisation name	
Address 1	297 Kauri Point Road
Address 2	Dairy Flat
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Hello, 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. Therese McClintock

Other comments:

Please support the bypass for Katikati	
Document submission	
Document submission name	

Submission ID	TPOL567
First name	Lorraine
Last name	Harrison
Individual or organisation	Individual
Organisation name	
Address 1	Stokes Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass (let's not change the name either to appease gluttonous retailers) should be elevated from 'priority 15' - really at Number 15 how can it be a priority - i's merely on the 'to do list'. Our town is suffering, our children are suffering, our elderly are suffering. The roads are ridiculously busy; no one travelling through Katikati adheres to the speed limit or any of the other road signs. Especially the trucks which pass through at the rate of one a minute. So many of the side roads do not have feeder turning lanes, so the locals either avoid using them or drive a greater distance to turn into the road safely (rather than be rear ended). You take your life in your hands trying to simply turn onto the SH. YOU have the power to resolve these issues, which are daily and very real for the people of Katikati. We have lived here for 8 years and in that time, the traffic has increased dramatically. Do something before more NZers die. The Bypass should be elevated to the No1 Priority in the Land Transport Plan. Yours,

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL568"/>
First name	<input type="text" value="Catherine"/>
Last name	<input type="text" value="Knights"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="257 Thompsons Track"/>
Address 2	<input type="text" value="RD 2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I live in Katikati and work in Oropi. 2 years ago it took me 35mins max. It now regularly takes me an hour and I leave at 7am to "avoid" the peak traffic. This is irritating, especially as it doesn't take a genius to see that we will need bigger and better roads when you can see all the new housing being built - not to mention all those new ratepayers filling the council's pockets. But this isn't my major concern. My main concern is for my life. On a daily basis. I have lost count of the near misses I've witnessed but there have been many minor accidents and way too many lives lost over the last 2 years alone on this stretch of road. SH2 MUST be a priority to make safer - and I don't mean pathetic measures like the Omokoroa junction. Yes, drivers need to shape up and be aware that this is a major road and be alert at all times, but for safety's sake, please make this awful stretch of road a priority, before any more lives are lost.

Other comments:

Document submission

Document submission name

Submission ID	TPOL570
First name	Monique
Last name	Little
Individual or organisation	Individual
Organisation name	
Address 1	77/4 Greystone Place
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The SH2 road from Katikati to Tauranga needs to be of more priority. From 2012 to 2016 18 people lost their lives, 35 serious crashes occurred and 95 minor crashes occurred. I don't want to get a call that one of my family members is the next number in these statistics. Yet today on the 15/03/2018. My Nana got in to an accident on this SH2 only cars in front of me. A truck waiting at an intersection didn't look in her direction before turning and the tray of his truck drove over her bonnet. Luckily she had no injuries but it was so close. Something needs to be done about this road before there are more people added to the statistics

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL572
First name	MaryJane
Last name	Leuch
Individual or organisation	Individual
Organisation name	
Address 1	85 Margaret Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Omokoroa, and Whakamarama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport

Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows. 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.

Other comments:

I truly believe the statistics speak very loudly for themselves and for the BOP Regional Land Transport Plan to ignore this stretch of road, as it appears the priority has been completely removed, you will only end up with blood on your hands.

Document submission

Document submission name

Submission ID	TPOL573
First name	Colleen
Last name	Wstts
Individual or organisation	Individual
Organisation name	
Address 1	296 Esdailes Rd
Address 2	RD8
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

How many more people are going to be maimed and killed while the Bethlehem to katikati road remains in the state it is. To call it a main highway is a farce. I have been living here and driving it for 37 years. During that times minor improvements had not changed much. The road is still essentially the same as it was. Bridges are from the 1950 Corners are tight. Roadster narrow with almost no passing lanes. Large trucks traveling to the now huge port , kiwifruit traffic and the general volume of traffic were never meant to be on this sort of road. To call it a state highway is an embarrassment. 15 km of bumper to bumper traffic! Is common. I have a family member who had a major accident at an intersection. He got charged for dangerous driving but it was the intersection that is dangerous!. All the intersections are seriously dangerous. Omokoroa in particular For LTSA, regional council and western bay and government to allow the current development there with thousands of new houses and no provision to improve the road is totally incompetent

Other comments:

Come try playing Russian roulette Turning right towards Kati Kati from omokoroa is near impossible without risking your life. Let alone then travelling on the old road. Let's stop calling it a highway till it is one

Document submission	
Document submission name	

Submission ID	TPOL574
First name	Leona
Last name	Barnes
Individual or organisation	Individual
Organisation name	
Address 1	370 Wainui south road
Address 2	R d 4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The traffic flows in and out of Tauranga from Waihi through SH2 are unacceptable. The traffic has built up so much that not a day goes by, where a 20 minute journey does not extend to a 1 hour trip from Pahoia into town. The Northern link has funding allocated but this needs to be prioritised and implemented faster. I see it is on the committed funding page, however that could be changed by the transport authority if we don't continue to drive it. The traffic re-routing will not change the problems from Waihi Beach to Te Puna. The road is ridiculously small, narrow one lane bridges where there should be two lanes and poor traffic flow between zones. The Te Puna round about has done nothing to fix traffic as we always knew it would because before and after the round about we are merging into one lane. SH improvements that you have reports mean adding cones? Fixing potholes? The change in Omokoroa road layout has with median cones has done nothing to improve safety. How can an increase in housing be approved without someone addressing the interest ion onto the SH2. This is shortsighted, again. Bring the SH2 higher on the priority list, the order is not reflective of the problems. And some serious planning is required, not just a bandaid here and there.

Other comments:

Improve the frequency of buses from Katikati, to accommodate workers and add bus lanes so more people take the bus. Improve the size of the parking at the bus stop at Omokoroa by the highway.

Document submission	
Document submision name	

Submission ID	TPOL576
First name	Stephen
Last name	Fisher
Individual or organisation	Individual
Organisation name	
Address 1	27 Ranginui Street
Address 2	Ngongotaha
City/Town	Rotorua
ZIP/Postal Code	3010

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

To whom it may concern, It is with dismay that I see the 2018 Regional Transport plan has nothing to address the morning (and evening) traffic congestion as the St Highway / Ngongotaha Rd Roundabout. The is junction is a pivotal entry point to Rotorua. Congestion has been getting progressively worse over the last few years during the morning commute and despite remedial steps (lights on St Highway) further growth and development (such as at 31 Ngongotaha Rd) is only going to see the issue worsen. I actually find going around Western Rd quicker than sitting in traffic through the village on most mornings, as are many others, possibly exasperating the issue. This in itself, combined with the traffic coming from Dansey Rd / Mamaku could result in a major accident at this spot with fast moving traffic coming over the hill. I believe this is not a case of if but when and inaction on the part of both the BOPRC and RLC in my mind is tantamount to having blood on your hands. I'm would strongly recommend that this issue is elevated and part of long term development thinking / strategy. Addressing this key spot meets two of your key strategic priorities; Congestion and unacceptable; and avoidable death and serious injury. Personally I believe a simple (and cost effective) through lane for traffic on the Ngongotaha Rd would work.

Other comments:

No

Document submission

Document submisison name

Submission ID	TPOL577
First name	Beryl
Last name	McKinnell
Individual or organisation	Individual
Organisation name	
Address 1	19 Uretara Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

In the Draft Plan the Katikati Urban road is #15 on the list. This needs to be moved up to within the first 5 on the list. Katikati needs this bypass and we need the Regional Project list to reflect this. For local people moving within the Katikati Business area it can be an impossible task, as State Highway 2 passes through the centre of town. Trying to get into or our of town from Beach Road is most often a long wait and many older drivers are tentative about moving into smallish gaps. Likewise getting out of Highfield Drive to go into town - often a long wait adding a good 5-10 minutes to a trip which should only take under 5 minutes. With the new development oo Highfields Crossing coming on line there will be more vehicles trying to exit Highfield Drive and make the wait even longer. In the summer time most locals "do without" items they need to take their car into town for as the road is impossible, parking is very difficult to enter and exit because of traffic. Currently there are folk in Highfields who turn left out of the road and go to Waihi for their groceries. Turning right into Highfield Drive coming back from Waihi means stopping in the middle of the road (no right turn bay here) and hoping the truck behind you stops too. Traffic difficulties stops local folks buying local. If they feel they can't get into town they buy on line and get it courier delivered. Local business are suffering as the locals are not using local shops. For the future of this town Katikati needs the Urban Road now not in 20 years time. My late husbands saod "it won't happen in my lifetime" and he was right as he passed away last August. Please make it happen for those of us still here

Other comments:

I did put in an incomplete submission in the same vein. I was incomplete because I followed a link in your survey to the Land Transport Plan and way unable to return to the survey from there. Many in Katikati are older folk and little hiccups in their attempt to make submissions result in them not completing. Make it easier for folks to be heard.

Document submission	
Document submisison name	

Submission ID	TPOL580
First name	Brian
Last name	Currie
Individual or organisation	Individual
Organisation name	
Address 1	25 Margaret Drive
Address 2	
City/Town	Omokoro
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Northern Route should be put at the top of the list. Most of the land was purchased 25 years ago so why the delays? We were involved with the Te Puna Hall when discussions were held regarding the round-about. We asked then why the \$7million was not being spent on the Northern Route and why the Southern Route was built when the traffic count was about one third. The LTSA representative to us that they made a mistake. Twos years ago at a meeting at Omokoroa the same question was put to another LTSA member who gave the same answer. With Omokoroa growing fast this road is needed now, although a new highway should include access for Whakamara , Snodgrass Road and MINDEN Road . The road from Omokoroa to Katikati could a 3 lane road with alternating passing lanes, as is the case between Dunedin and Christchurch and also SH 1 in Waikato. The Katikati By-pass was first proposed in 1925 and should be acted on. Regards Brian Currie.

Other comments:

Just get on with, obviously you don't live North of Tauranga.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL581"/>
First name	<input type="text" value="Ann"/>
Last name	<input type="text" value="Rowland"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="58B Rawaka Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

If the transport minister took some time out to actually drive through Katikati at peak time he may decide that we have a case. In the UK some years ago where there was a road with traffic density problems this happened and the road was upgraded literally overnight when she saw for herself the problems that existed!

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL582"/>
First name	<input type="text" value="DENISE"/>
Last name	<input type="text" value="CUTLER"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="39 PRINCES ST"/>
Address 2	<input type="text" value="KAURI POINT"/>
City/Town	<input type="text" value="KATIKATI"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submisison name

Submission ID	TPOL583
First name	Jacque
Last name	Rodewald
Individual or organisation	Individual
Organisation name	
Address 1	176 Prestidge Rd
Address 2	Rd 4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass elevated from priority 15 to the top 5 priority Roding projects. (I refer to section 7.4, chapter 7)

Other comments:

NO COMMENT

Document submission

Document submision name

Submission ID	<input type="text" value="TPOL585"/>
First name	<input type="text" value="Peter"/>
Last name	<input type="text" value="Faulkner"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="176 Prestidge Rd"/>
Address 2	<input type="text" value="Rd 4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Re section 7.4 of chapter 7, I want the Katikati bypass elevated from priority 15 to a priority in the top 5. We need a bypass to ease traffic congestion on state highway 2, and for the health and safety of everyone using the Katikati main street.

Other comments:

Document submission

Document submission name

Submission ID	TPOL588
First name	trevor
Last name	major
Individual or organisation	Individual
Organisation name	
Address 1	9 Gordet Dr
Address 2	Katikati
City/Town	Tauranga
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I moved to Katikati seven years ago from Auckland to a town where the traffic was manageable. Since then the traffic has more than trebled making it a very dangerous stretch of road between Waihi and Tauranga. Long before I came to Katikati a bypass was planned and promised and has now got to the point of being well overdue. One glaring problem is the poor entry and exit to the many side roads on this part of state highway two. Please give your immediate attention to this before more lives are lost. T.J.Major

Other comments:

None other than to put it at the top of URGENT to Do list.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL590"/>
First name	<input type="text" value="Christine"/>
Last name	<input type="text" value="Tegg"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="426 Seaforth Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs this bypass today. The Regional Project List should reflect this. I want to see the Katikati bypass in the top five priority projects for the Bay of Plenty. The traffic congestion in Katikati can not continue. It is very busy and consequently dangerous at anytime but during peak times it is just insanelly dangerous. Traffic is stopped not just through the Katikati village but either side of town ,in 100 kph approaching and leaving town traffic is stopped! Iam very concerned that this situation exists as even if work started tomorrow it will be years before it is open. Too many accidents, injuries and deaths . Please promote this work to a priority.

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL591"/>
First name	<input type="text" value="Frank"/>
Last name	<input type="text" value="Stuart"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="6 Tuaia St"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have 4 comments. 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. The State Highway over the Kaimai Range is having increased traffic volume and whenever there are roadworks the delays are also ever increasing. Has any form of evaluation been considered for a road tunnel. There has been some comment (not seen in the plan) for a park and ride bus service in Tauranga. Has this been considered? I would strongly submit that there must be sufficient parking at any park and ride station and that the Auckland example where the Albany station did not have enough parking on the day it opened should be avoided. As a Tauranga City ratepayer I believe that the Regional Council share of my rates is too high. I accept entirely the long term scenarios that need to be looked at but are there too many costs associated with "nice to have" rather than "must have". Thank you.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL592"/>
First name	<input type="text" value="Bruce"/>
Last name	<input type="text" value="Kern"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="29 Roretana Dr"/>
Address 2	<input type="text" value="Athenree"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am very concerned that the Katikati bypass has been given such a low priority as of now. We have lived in this area since 1999. Katikati used to be a good town to shop in. Now we take our life in our hands to cross the street anywhere but at the traffic lights. The volume of traffic has increased so much that we don't shop there any more. Time and again, this bypass has been put in the too hard basket. Do we have to wait until people start to get killed before any action is taken. The local people are so fed up with local and central government and frustration is growing all the time. I can see that at the rate any action is taken I will be long dead .

Other comments:

Document submission

Document submission name

Submission ID	TPOL593
First name	Patricia
Last name	Shanks
Individual or organisation	Individual
Organisation name	
Address 1	2 Olive Close
Address 2	
City/Town	omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

“Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That’s according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa’s designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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.
Regards Patricia Shanks

Other comments:

My husband is in the local volunteer fire service and dread what's happening on the road every time the siren or his pager goes off and this is happening more and more frequently over the past 2 years. Please think on the emotional feelings of all these volunteers with your decision, would you want the one to be called to the fatal accident of one of your own family or friends?

Document submission

Document submission name

Submission ID	TPOL594
First name	helen
Last name	bosson
Individual or organisation	Individual
Organisation name	
Address 1	910 State Hwy 2
Address 2	RD 1
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Having the Katikati Bypass as a priority 15 is ridiculous due to the amount of traffic, I would want it elevated to at least priority 5. The traffic build up out as far as Tanners Point and even to Bridgeman Lane has been astounding in the last year. Long waiting queues all the way to katikati and beyond is totally frustrating. The congestion in Katikati now is ridiculous for a main highway and needs to be improved as more people are moving to this area and the truck usage is increasing. This is urgent NOT a priority 15

Other comments:

the money being spent on road side barriers where there is no danger of drop off is being seen as a total waste of our road user money that could be better spent on the bigger problems of congestion

Document submission	
Document submission name	

Submission ID	TPOL596
First name	Kath
Last name	McConnachie
Individual or organisation	Individual
Organisation name	
Address 1	15 Preston Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati Bypass The delays in the above work are disappointing to say the least. We have waited for 40 years - how much longer and how many serious mishaps and accidents will it need for this work to be taken seriously. We feel we are of no consequence yet we all contribute. THE BYPASS needs to take place much sooner than is currently proposed so our town can operate as it should. Currently due to the volume of traffic rumbling through the main street its dividing the town in half. We are proud of our town, there are a lot of pepole including many volunteers trying their best to beautify it but with fumes and smutts poiring into shops and cafes its hopeless. With a bypass the town can become a great town for all, visitors and residents. Please please reconsider

Other comments:

Please listen to us.	
Document submission	
Document submisison name	

Submission ID	TPOL597
First name	Bevin
Last name	Bodmin
Individual or organisation	Individual
Organisation name	
Address 1	187 Matahui Rd RD 4
Address 2	
City/Town	Katikati 3181
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My comment is regarding the Katikati by- pass. This by-pass has been delayed far to long and should have been done years ago. Other towns have had by-passes done when the traffic is nowhere as bad as ours. Norsewood on SH 2 and Waitara on SH 3 are examples. These were done years ago when traffic was a tenth of what it is now. The noise and the pollution in the main street of Katikati has to be seen and exposed to. The number of timber trucks has seemed to more than doubled recently as the Coromandel forests become ready for harvest. We have fuel tankers stopping and starting at the pedestrian crossing. Transport NZ should be held responsible for any accident with these, but of course it is too late after the event! Over the years we have had consultations with NZTA and public meetings which have been an utter waste of time and money and only seem arranged to help delay things. If something is NOT done to break through all the time wasting bureaucracy, people will take the problem to another stage to the detriment of all. what we want to see is the by-pass brought forward to number one priority quickly and the physical work started immediately. To have waited over 25 years is an absolute disgrace to all concerned, councils and government. You are putting the citizens of Katikati's lives and health at great risk by doing nothing as in the past. B J Bodmin

Other comments:

Get on with it!!
Document submission
Document submisison name

Submission ID	<input type="text" value="TPOL598"/>
First name	<input type="text" value="Ronald"/>
Last name	<input type="text" value="Shanks"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2 Olive Close"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. While sitting here writing this submission the local volunteer fire service siren has just gone off something that is happening all to frequently recently. As a friend of many of the local fire officers the emotional toll that all the accident on SH 2 in there catchment area alone has been huge, please think on how you would feel arriving at a fatal accident to find a family member or friend has been involved in the accident leaves scars beyond where you can imagine, we need to improve this road to save the lives of those involved in the accidents, the mental health of those attending the accidents as well as the cost to government in ACC costs and health care in general. The government needs to take on board the costs to both these areas in monetary terms due to there short sighted ness in repairing and upgrading the roads in a timely manner. LIVES DO MATTER.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL599
First name	Vicki
Last name	Knell
Individual or organisation	Individual
Organisation name	
Address 1	82 Hamurana Road
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I am disappointed that the W2T Waihi to Omokoroa (Safe Corridor) and W2T Omokoroa to Te Puna are only rated at 6th and 11th on the priority list of 15 projects. Given that these two projects would address the top 3 RLTP objectives - safety, economic efficiency, access and resilience. I believe these two projects should be moved further up the list. In 2004 the decision to cut the speed to 90 km for a section of this road was made to make it safer. On the 15 km stretch of SH2 between Tauranga and Omokoroa between 1998-2003 there were: 8 deaths, 7 serious injury crashes, 14 minor injury crashes, 38 non injury crashes, 63 accidents in total. I was one of the serious injury crash victims in 2002. The result of a head on collision involving 2 other cars with one driver ending up in court for dangerous driving causing injury. There is no room for human error on this stretch of road. I consider myself to be extremely fortunate to have survived this accident due to the fact I was travelling safely behind another vehicle doing 80 km an hour - had I been in front I would not have survived the impact. It is upsetting as a serious accident victim on this road to continually hear that it is bad drivers and not the road that is the problem - there are bad drivers everywhere in NZ but when you are on the receiving end of their poor driving decisions and have no chance of taking evasive action due to the narrowness of the road and bridges then surely common sense must prevail. The appalling accident statistics speak for themselves. This section of SH2 is classified as a grade 2 - it is not fit for purpose - it was not fit for purpose 16 years ago and nothing has been done to remedy huge safety concerns of the communities of Katikati, Omokoroa, Te Puna and Bethlehem. These concerns are not new - our communities have been dealing with the horrors of this section of SH2 for many years. With the increased traffic and use of this road by freight trucks anything less than a northern arterial link to Tauranga is simply unacceptable. As Principal of Omokoroa Point School I fear for the day when one of our students past, present or future becomes yet another statistic on this road. Based on past experience on this road this day will surely come.

Other comments:

Make your decisions with the best interests of your wider community at heart.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL600"/>
First name	<input type="text" value="Margaret"/>
Last name	<input type="text" value="Kneesch"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="258E beach rd"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass should be elevated from number 15 to within the top 5. The huge volumes of traffic passing through make crossing the road a nightmare, our parking is limited and it's very hard for locals to find parking now and a bypass would speed up the trip for commuters as they won't have to slow down coming through town.

Other comments:

Document submission

Document submission name

Submission ID	TPOL601
First name	Ida
Last name	Kern
Individual or organisation	Individual
Organisation name	
Address 1	29 Roretana Dr
Address 2	
City/Town	R.D. 1 Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

On talking to business owners, I have been told that Katikati is a very difficult place to trade in because of the traffic in the main St. Partically the amount of trucks that Regually pass through the main street of Katikati Parking is also at a premium. The Buy Pass is an excellant idea and it would make a big differance to Katikati Commercial and Residntial Properties. On a whole Katikati would be a safer place to shop and live in.

Other comments:

The Government has burried it's head in the sand regarding the promised Bypass. Perhaps the Labour Party should spend a day or so in the Town, mid week, to see Just how much the Bypass is needed. It would certainly make the Katikati Commercial Area much safer for the Public.

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL602"/>
First name	<input type="text" value="Sue"/>
Last name	<input type="text" value="Gerrard"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="258 Hot Springs Rd"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Elevate the Katikati bypass to within the top 5 priorities. This will keep traffic along SH2 flowing better at busy times and make Katikati safer. Also elevate the SH2 improvements into the top 5. A cheaper interim option for SH2 between Katikati and Tauranga would be to reduce the speed limit giving a better chance of merging into the traffic from side roads.

Other comments:

Document submission

Document submission name

Submission ID	TPOL604
First name	Monika
Last name	Abbott
Individual or organisation	Individual
Organisation name	
Address 1	32 McDonnell Street
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I drive the stretch from Omokoroa to Tauranga every single day for the past 4 years and the change in traffic volumes have been significant. I am very concerned about the additional volume which will come from all the new housing developments in the area. Signed, Monika Abbott PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL605"/>
First name	<input type="text" value="Shyniese"/>
Last name	<input type="text" value="De la mare"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="496f wainui south rd"/>
Address 2	<input type="text" value="Whakamarama"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL606"/>
First name	<input type="text" value="Christopher"/>
Last name	<input type="text" value="Miller"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="33 Sedgemoor Lane"/>
Address 2	<input type="text" value="RD 2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the priority of the Katikati bypass, or WT2 Katikati Urban as it is now called, to be reconsidered and elevated to the top 5. The amount of traffic constantly going through Katikati is ridiculous. It takes an unnecessary amount of time waiting until it is safe to make a right hand turn to enter the main road anywhere throughout the town, and as a result people are making unsafe decisions. It is only a matter of time before these unsafe decisions will result in accidents.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL607"/>
First name	<input type="text" value="Chris"/>
Last name	<input type="text" value="Pickett"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="21 Lockington Road"/>
Address 2	<input type="text" value="RD 4."/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I feel very strongly that Katikati needs a bypass as soon as possible. I wish to see the Katikati Bypass elevated to the top 5 priority projects for the Bay of Plenty.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL608"/>
First name	<input type="text" value="Neil"/>
Last name	<input type="text" value="Harray"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="54 B Chard Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

W2T Katikati Urban As a long term resident that has come-and-gone over many I have seen the significant increase in traffic volumes. The recent increase in sub-divisions in Omokoroa, Katikati and Waihi Beach has seen daily increase in traffic. This is not only residents cars but also those involved in the building industry. More people in our community are commuting not only to Tauranga but also Hamilton and Auckland. The golden triangle of Auckland-Hamilton-Tauranga has come to fruition. Progress and development is great. Please allow for communities to plan and prosper and increase the transport efficiencies of those that use State Highway 2. Transport firms must bemoan the time taken to travel through Katikati. Katikati is more economically mature compared to when the bypass has been suggested in the past. Please consider lifting the priority for W2T Katikati Urban project from 15 into the top forthcoming 5 projects. Many thanks for your time.

Other comments:

Document submission

Document submission name

Submission ID	TPOL609
First name	Kerri
Last name	Wheeler
Individual or organisation	Individual
Organisation name	
Address 1	192 Woodland Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to have the plans for the Bypass elevated from priority 15 to a priority in the Top 5. I travel to Tauranga every day of the week and have done for the past 15 years. The build up of traffic has increased significantly as you are well aware. The patience and stupidity of some drivers is concerning, the state of the road doesn't help, the side roads and driveways that people have to exit or enter from onto and off SH2 is unbelievably dangerous. There are so many legit and reasonable reasons for the Bypass and upgrade of this section of roading to be elevated to priority and it needs to be done NOW. Thank you for your attention to this. Kerri

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL610"/>
First name	<input type="text" value="zoe"/>
Last name	<input type="text" value="baguley-skayman"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="126 Pukakura Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the Katikati bypass elevated in priority, 15 just means it wont get done, this bypass needs to happen now, the town is so busy with cars, impossible to park outside shops, dangerous, huge trucks coming through, the smell of car fumes as they crawl through the town.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL611
First name	Jennifer
Last name	Slade
Individual or organisation	Individual
Organisation name	
Address 1	34/46 Sharp Road
Address 2	RD 2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Bypass through Katikati is urgent and priority for this should be elevated from priority 15 to a priority in the Top 5. The By-pass should be made as the traffic through Katikati has risen hugely in the last 13 years that I have lived here and more so in the past five years if this continues the town will be destroyed. The trucks that come through here are a danger - some of them don't even abide by the speed limit and it won't be long before someone is killed. You try and wait at the lights - it is scary the size of trucks and the number that pass by in a few moments. Some shop keepers are worried that if the By-Pass goes in that their business will suffer but they suffer now as parking in the town is horrific and trying to back out is just plain dangerous. And also there isn't much parking other than the main street to park in - so people just go on by. The traffic at normal times is huge but on holiday times it is so bad and the locals just avoid going into the town. The By-Pass should be called a "Truck By-Pass" or a "Heavy Vehicle" By-Pass. Whagamata, Morrinsville, Dannevirke, Cambridge, Waikanae, Taupo, to name a few and many other places have a By-Pass.

Other comments:

Yes - SH 2 needs to be upgraded again the traffic has become so busy at all times but holiday times more so. These up grades ie. By-Pass and SH 2 all take time and should be addressed sooner rather than later.

Document submission	
Document submission name	

Submission ID	TPOL612
First name	Jo
Last name	Weir
Individual or organisation	Individual
Organisation name	
Address 1	PO Box 13482
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3141

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL613
First name	Sue
Last name	Hatton
Individual or organisation	Individual
Organisation name	
Address 1	97 Koutunui Road
Address 2	Athenree
City/Town	RD 1 katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Katikati Bypass elevated from priority 15 to the top 5. There are several reasons: 1 Severe congestion in Katikati main street in particular in holiday weekends and throughout the summer. This congestion can back up traffic along highway 2 in both directions. Over the Xmas period I do not travel to Katikati or beyond if I can help it because of the long traffic jams. It also impacts on access to car parking impacting on the local businesses and road safety. 2 There is too much heavy traffic going through the centre of Katikati. As Tauranga port continues to grow and more logging trucks travel along Highway 2 this also impacts on congestion and road wear and tear and traffic incidents. 3 Some traffic does not slow down as they go through Katikati having previously been travelling at 100 kmph. 4 Residents do not feel safe in the shopping centre of Katikati because of the heavy traffic. The bypass needs to be built now not in 10 years time when traffic and the population will have grown expediently. Please consider my feedback.

Other comments:

Highway 2 needs to be a priority. There are too many accidents and visitors are not used to the fast road and many roads adjoining.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL615"/>
First name	<input type="text" value="craig"/>
Last name	<input type="text" value="pooley"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="242 Beach Road"/>
Address 2	<input type="text" value="RD 2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

1. The Katikati bypass should be elevated on the priority list to within the top 5. I avoid doing business in Katikati whenever possible due to traffic and the associated danger. My family is not safe in their own town due to the excessive traffic. 2. The four laning of katikati to tauranga should also be included on the list in the top 5. This road is killing people far too regularly and I fear for the safety of my family every time they travel on this road.

Other comments:

Document submission

Document submission name

Submission ID	TPOL616
First name	Simone
Last name	Williams
Individual or organisation	Individual
Organisation name	
Address 1	98d Munro Road
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like a change on the Omokoroa Highway project ranking on the Priority List for projects to be in the Top 5. I have great concerns regarding the road from Bethlehem to Omokoroa. I live on Munro Road and have 4 children (3 of which travel on a bus to and from school 5 days a week). The traffic on this road is extremely busy and I have concerns for their safety and my own when driving on this highway. There is NO SAFE way to turn into either Munro Road or Quarry Road coming from Katikati direction. I find myself sitting in the middle of the road with cars flying past me or oncoming traffic coming at great speed. We have had a very close encounter with an oncoming truck swerving out towards the middle of the road as they were passing a car turning into Munro Road while we were awaiting to turn in (this is one of many) I find my self having panic attacks every time I need to turn into either munro road or quarry road (as cars have just come out of a passing lane at speed). This is not the only part of this Highway that is dangerous but also Barrett Road, Plummers Point & Omokoroa Road are all hard to come in and out of with so much traffic which will only increase. We hear some form of sirens coming from police or a ambulance every 2-3 weeks and the deaths on this road is terrible. PLEASE help keep us and our kids safe by giving the Omokoroa Highway project immediate attention and making this in the top 5 priority list for projects. Kind regards Simone Williams

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL617
First name	Johannes
Last name	Houthuyzen
Individual or organisation	Individual
Organisation name	
Address 1	42 Elmwood Road
Address 2	RD 2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the Katikati Bypass moved up the list to be in the top five on the, 'Draft Regional Land Transport Plan 2018'. This project has been talked about for years, and it has been deferred too often. Peoples health is at risk not merely from the risk of physical injury from trucks and cars, but also from the noise they produce, and last but not least, the fumes that drift into the shops, especially when traffic is slow or stationary, which is pretty well most of the time. The negative impact on businesses and shoppers alike. Being an older resident, I find the stress of parking and the intrusion of fumes and noise more than I can bear, often opting for driving into Tauranga for my shopping, and in doing so adding an extra vehicle to the many already vying for a space on SH 2. You have the power to make Katikati greater than ever. Don't procrastinate any longer. In the words of our Prime Minister, 'Lets get this done'.

Other comments:

Any improvement to SH 2 in the way of better or more passing lanes will reduce some of the problems it now has. Too many slow drivers accelerate as soon as they get to a passing lane making overtaking impossible. More should be done to enforce or educate, that this is only making things worse for all.

Document submission	
Document submission name	

Submission ID	TPOL618
First name	Ian
Last name	Divers
Individual or organisation	Individual
Organisation name	
Address 1	63 Woodland Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project list to reflect this. I want to see the Katikati Bypass in the Top 5 Priority Projects for the Bay of Plenty. Even if construction was started today it would take at least three years to complete, which will be three years of traffic congestion misery for the Katikati community. I am very concerned about the traffic flow on the main street, the parking situation which is lethal, pedestrians crossing and the number of huge trucks using the central business district on a daily basis. I have seen children waiting in the central roadway trying desperately to cross which is extremely dangerous. This needs to be moved up the Project List asap.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL619
First name	Ian
Last name	Gerrard
Individual or organisation	Individual
Organisation name	
Address 1	258 Hot Springs Road
Address 2	Katikati
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the Katikati bypass given a much higher priority in your draft transport plan. I have lived in Katikati for over 20 years but the traffic on SH2 has really ramped up over the last two years. We thought we were finally getting the bypass after the previous government agreed to fund it. The fact that it now needs further emphasis with the new govt. is where you can help enormously with your priority ranking. It's hard to imagine another road in western bay with a more acute traffic problem. A bypass for Katikati will not only make the town a better place but also help the traffic flow along the state highway.

Other comments:

No	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL620"/>
First name	<input type="text" value="Andrew"/>
Last name	<input type="text" value="Roche"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="76 Woodland Rd"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want to see the Katikati bypass elevated from priority 15 to the top 3. The traffic through our little town is dangerous. Parking in town is nearly impossible and it is only a matter of time until there is another fatality with elderly people crossing the road.

Other comments:

Document submission

Document submission name

Submission ID	TPOL621
First name	Christine
Last name	Pelosi
Individual or organisation	Individual
Organisation name	
Address 1	169 Kauri Point Road, RD3,
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The improvements to traffic through Katikati and all the way to Tauranga are needed NOW. Accidents, delays, noise, congestion are everyday reality now. I myself had an accident back at the end of September. We need 1. The bypass for the town now and 2. An upgrading of the highway Tauranga to Waihi to 4 lanes soon. The population in the area with big new housing developments has come ahead of the roading infrastructure - the result is what you'd expect.

Other comments:

That because of a change of government it is unfair for us to be shunted further to the back of the government queue for roading.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL622"/>
First name	<input type="text" value="Claude"/>
Last name	<input type="text" value="Pelosi"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="169 Kauri Point Road, RD3"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL623"/>
First name	<input type="text" value="Anton"/>
Last name	<input type="text" value="van Rotterdam"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="43 Francis drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL624
First name	Rod
Last name	Vaughan
Individual or organisation	Individual
Organisation name	
Address 1	22 Moana Drive
Address 2	RD1
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It is imperative that the Katikati bypass is elevated from priority 15 to a priority in the top 5. It is shameful that Katikati is still waiting for a much needed bypass despite various promises over the years, the most recent being from the outgoing National government last year. Heavy traffic flows through the town, especially a constant stream of large trucks carrying all manner of dangerous and hazardous goods, pose a significant threat to the safety and well-being of the folk who live there. Such is the volume of traffic that vehicles are sometimes gridlocked for up to 10kms on either side of the town. Frustration at the council's inertia on this issue is causing much anger and could well result in acts of civil disobedience such as blockades of SH2 between Tauranga and Waihi. People are sick and tired of being fobbed off by their elected representatives who treat them with disdain. This council needs to face up to its responsibilities and make the bypass a top priority before it ends up with blood on its hands as the result of a major tragedy in the centre of Katikati.

Other comments:

No

Document submission

Document submission name

Submission ID	TPOL625
First name	Dianne
Last name	Shaw
Individual or organisation	Individual
Organisation name	
Address 1	28 Holyoake Terrace
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Dianne Shaw

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL626
First name	RAEWYN
Last name	JUDSON
Individual or organisation	Individual
Organisation name	
Address 1	57 WINROY GROVE RD 3
Address 2	
City/Town	KATIKATI
ZIP/Postal Code	3017

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

THE BY PASS FOR KATIKATI WHY HAS THE BY PASS (ONCE AGAIN) BEEN DROPPED TO NUMBER 15? WE THE RESIDENTS OF KATIKATI HAVE ASKED AND PLEADED FOR THIS FOR MANY YEARS JUST TO SEE IT IGNORED TIME AND TIME AGAIN. LOCALS HAVE TO SHOP AROUND THE TRUCKS AND NOISE DAY AFTER DAY TRYING TO DO THEIR DAILY BUSINESS.....CROSSING THE MAIN HIGHWAY IS TAKING YOUR LIFE IN YOUR HANDS DAILY. THE NUMBER OF HEAVY TRUCKS HAS INCREASED DRAMATICLY OVER THE LAST 10 YEARS A PERSON CROSSING WITH THE LIGHTS AND STOPPING A LOGGING TRUCK THEN HAS THE HASSLE OF EATING THE FUMES ETC. AS THE TRUCK TAKES OFF AGAIN. SOMETIMES THE ALLOWANCE FOR HEAVY TRUCKS IS ONLY LETTING ONE OR TWO THRU IT TAKES THEM SO LONG TO GET BACK GOING AGAIN. WISHING TO PUSH THE TRUCKS TO USE OVER THE KAIMAIS IS NOT GOING TO HAPPEN THIS ROUTE IS NOT ACCEPTABLE FOR THEM DUE TO THE CONTOUR/CLIMB/DISTANCE ETC. PROMISES WHICH WE HAVE HAD OVER THE YEARS SEEM TO MEAN NOTHING JUST GETTING THE TRUCKS ETC TO BY PASS THE TOWN WOULD IMPROVE THE LOCALS WAY OF LIFE GREATLY PEOPLE AT FUNCTIONS IN THE HALL COULD THEN HEAR WHAT IS GOING ON

Other comments:

NO

Document submission

Document submisison name

Submission ID	TPOL628
First name	Keith
Last name	Shaw
Individual or organisation	Individual
Organisation name	
Address 1	28 Holyoake Terrace
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Keith Shaw

APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL629
First name	Sonia
Last name	Ward
Individual or organisation	Individual
Organisation name	
Address 1	4 Friis Drive
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We NEED not want a bypass NOW for Katikati before there are more accidents not only caused by traffic but frustration with the drivers at having to move slowly through the village. It is also becoming ridiculous living here and trying to turn right across the consistently moving traffic which most of the time will not give way. This is not to mention holiday times. With all this in mind it makes sense to upgrade this priority from 15 to one of the top 5. Remember there are many right turns into the high street.

Other comments:

We are just as important as people that ride bikes, if not more so.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL630"/>
First name	<input type="text" value="David"/>
Last name	<input type="text" value="Turk"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="31Malta Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Katikati bypass elevated from a priority 15 to a priority in the top 5. We have been waiting for over 30 years for this bypass and have been promised by a number of Mayors that it will happen soon. But of course they promise the world to get themselves into power and then we find that they lied.

Other comments:

I have lots of feedback but my comments may offend.

Document submission

Document submission name

Submission ID	TPOL631
First name	Dian
Last name	Turk
Individual or organisation	Individual
Organisation name	
Address 1	31 Malta Crescent
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like Katikati bypass to be elevated from priority 15 on the LTP 2018 plan to a top 5 position. We have been promised by ministers and councillors for years that it would be done but even if you started today I don't think that I would see it completed. Council have dragged their feet for years on this and we are still waiting.

Other comments:

No, I'm too angry to comment

Document submission

Document submission name

Submission ID	TPOL632
First name	David
Last name	Hammond
Individual or organisation	Individual
Organisation name	
Address 1	4A Malta Crescent
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would appreciate that the Bypass priority given a huge upgrade as land was purchased 30 odd years ago for this. Katikati is being ruined by the amount of trucks and caravans and cars heading to Tauranga and points south.

Other comments:

more important than cycles ways who pay no road tax.

Document submission

Document submission name

Submission ID	TPOL633
First name	Martin
Last name	Scard
Individual or organisation	Individual
Organisation name	
Address 1	53 Martray Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Katikati Bypass elevated from priority 15 to a priority in the top 5. Katikati is a Provençal town that was never intended to have heavy trucks going through the town center. I consider state highway 2 from Katikati to Tauranga a very dangerous road. If you get stuck behind a loaded truck going 60/70 km and orchard equipment doing 20/30 km there are very few passing lanes, this leads to drivers taking unnecessary and dangerous risks trying to pass. The new layout at Te Puna has not decreased early morning traffic congestion. A bypass and new corridor are a must with the expected increase in housing in this area.

Other comments:

Please act quickly on the many submissions you will receive regarding the Katikati Bypass.

Document submission

Document submission name

Submission ID	TPOL634
First name	Susan
Last name	Blomeley
Individual or organisation	Individual
Organisation name	
Address 1	356 Tuapiro Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

For the reasons stated below I want the Bypass elevated from priority 15 to a priority in the top 5. The Katikati Bypass is essential both for the safety of the local community with the stress caused with all the through traffic, especially the heavy haulage truck and trailer units. With the vast increase in the amount of through traffic I have, on many occasions, noticed extra risks being taken by vehicles trying to filter into the constant stream of traffic coming through the main retail area. This also causes dangerous manoeuvres with parked cars trying to reverse out from their parking space. This may eventually stop locals from stopping and shopping in their own neighbourhood! A bypass will give Katikati back its community hub, plus give the benefit to vehicles of a quicker journey to Waihi and beyond.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL636
First name	Kylea
Last name	Grayling
Individual or organisation	Individual
Organisation name	
Address 1	274 Hot Springs Rd
Address 2	Rd2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

A Bypass is needed for Katikati now and needs to be reflected as a priority in the regional project list within the Top 5. The Katikati community is suffering with the traffic congestion just on a normal day. If you add in the added traffic on top of this for Kiwifruit season and the summer holidays it becomes unbearable. The safety of the community and quality of life for the people of Katikati has to be placed as a high priority and action needs to take place now, not in 2, 3 or 5 years time.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL637
First name	Heather
Last name	Wilks
Individual or organisation	Individual
Organisation name	
Address 1	38 Castlegrace Drive
Address 2	R D 3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

This is a submission to the Draft Regional Land Transport Plan. I think the Katikati bypass should be elevated from priority 15 to a priority in the Top 5 roading projects. The bypass is urgently needed because of the volume of traffic, including trucks, that pass through our town. It is continual for quite a few months of the year and causes some serious delays, none of which the locals want. It is making it unsafe for people get out of side roads onto the main road which is of serious concern especially considering how many elderly folk live in Katikati. I travel up North quite often and really enjoy pulling into Waipu for a relaxing break in my journey. It has a much more pleasant feel now that the SH doesn't go through the town. Please give us back our town ??????

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL638"/>
First name	<input type="text" value="Elizabeth"/>
Last name	<input type="text" value="Ray"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="5 twickenham close"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have been waiting for the proposed by pass ever since I moved into this house Nearly fourteen years ago. As I age the traffic problems increase, several years ago it seemed that we were going to get the bye pass but a few locals raised objections and now we are facing a great deal of traffic through our little town. We have many friends who will not drive along the main road, skirting along the side streets, going out very early to avoid the traffic, and seeking a safe return home. Katikati is a small town with a wonderful community, seeking to make. Itself a sought after soujourn from the hustle and bustle of city life. The noise, the fumes,the hassles that the increasing traffic subjects us to needs to stop, we deserve a better and safer environment to live in.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL639
First name	Valerie
Last name	Pope
Individual or organisation	Individual
Organisation name	
Address 1	166 Prestidge Road
Address 2	Aongatete RD4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Refer Draft Regional Land Transport Plan 2018 Chapter 7.3 W2T. As a regular traveller between Katikati and Tauranga and a work commuter between Aongatete and Apata Turntable Road, I am keenly aware of the problems that occur on this stretch of highway. I travel to work each day wondering what incident/accident will be encountered. I was very disappointed to learn that the authorities had reduced the ranking for consideration to 15. on the Priority list. Raising the ranking to at least 5 on the priority list will give all travelers some assurance that there will be progress made as soon as practicable. Benefits will include SAFETY/TRAVEL COSTS/INCREASED PRODUCTION TIME/PEACE OF MIND/CONFIDENCE IN THE COUNCIL PLANS TO EMBRACE THE WISHES OF THE RATE-PAYERS.[COMMENT 2]As a regular user of SH2 between Katikati and Tauranga and a work commuter between Aongatete and Apata Station Road i am very concerned to learn that the priority list for Land Transport improvements has been amended. Given the critical record of accidents on this highway we must have a higher priority in the planning and implementation process - e.g moving from 15 to 5 would give all concerned travelers some confidence that improvements will happen

Other comments:

My involvement with previous WBOPDC initiatives have been positive. I look forward to more of the same.[COMMENT 2]Could we be advised of the reason for the adjustment to the priority list.

Document submission	
Document submission name	

Submission ID	TPOL641
First name	Les
Last name	Manley
Individual or organisation	Individual
Organisation name	
Address 1	28 Preston Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Kaitkati Bypass I understand is 15 on the priority list which not acceptable. With all the issues that are associated with the traffic having to go through the town it should be at least in the top 5. Katikati town should not have big heavy trucks passing through, as we have an ageing population and also young children. I am not far from the emergency services and hear the siren going far too often. With a new bypass it would make driving a lot safer and spare the emergency services the constant call outs they get down the dangerous road.. Concerned resident. Les Manley

Other comments:

no

Document submission

Document submission name

Submission ID	TPOL644
First name	Janice
Last name	Reynolds
Individual or organisation	Individual
Organisation name	
Address 1	202 LOCKINGTON ROAD
Address 2	RD 4
City/Town	KATIKATI
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Bypass for Katikati is very important and needs to be a far higher priority than is current.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL645"/>
First name	<input type="text" value="Jacinta"/>
Last name	<input type="text" value="Horan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="40B Sinclair road"/>
Address 2	<input type="text" value="RD7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

This road needs to be changed ASAP. It is currently priority 11 instead of 1st which is crazy considering the almost daily crashes on this road must put it as one of the most dangerous in the country. Considering the amazing roading in the other direction to te puke it is a complete contrast. With the massive growth in the western BOP this will only worsen and yet consents for more developments keep being granted and yet the priority to fix our road/build a new one is going backwards. Dangerous

Other comments:

Needs to be sorted ASAP before more people die or are seriously injured

Document submission

Document submission name

Submission ID	TPOL646
First name	Vicki
Last name	Rule
Individual or organisation	Individual
Organisation name	
Address 1	658 Whakamarama Rd
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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.

Other comments:

Do something about this

Document submission

Document submission name

Submission ID	TPOL647
First name	Sean
Last name	Horan
Individual or organisation	Individual
Organisation name	
Address 1	48 Plummers Point Rd
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

We need to change priority plan from 11 to 1 due the issues, danger and safety of the road.

Other comments:

We need to understand the value of human lives and the traffic volume with the growth of the area! Etc Omokoroa increase and traffic volumes again!

Document submission

Document submission name

Submission ID	TPOL648
First name	Cushla
Last name	Stephens
Individual or organisation	Individual
Organisation name	
Address 1	48a Youngson Road
Address 2	RD8
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a resident of Youngson Road who works down Omokoroa I use the SH2/Youngson Road and SH2/Omokoroa Road intersections at least twice a day. Over the past 3-5 years the volume of traffic using SH2 and coming out of Youngson Road and especially Omokoroa Road has increased dramatically. I get nervous using these intersections especially when turning right out of Omokoroa Road or Youngson Road and when waiting in the centre of the road to turn right into Youngson Road. When turning right out of Youngson Road towards Tauranga, not only are you giving way to traffic going both ways along SH2 but you have to watch the traffic coming out of Omokoroa Road. As Youngson Road sits lower than Omokoroa Road you can not see the traffic coming from Katikati very well especially when there are cars turning right into Omokoroa Road. I believe the so-called safety improvements have not helped either. The orange poles in the middle of the road have limited the angle at which you can turn from Youngson Road onto SH2. Before they were installed we could cross the lane headings towards Katikati at an angle where we could be parallel with the lane heading into Tauranga before entering it and then get up to speed much more safely. I never use painted median which allows cars to cross one lane and sit there until it is safe to go. I have seen at least a handful of near misses as traffic going along SH2 is unsure what the vehicle who is going into the median is going to do. Cars slam on their brakes because of this uncertainty. You never know if they are going to turn and wait or just keep going, it is very unnerving. There are times where I have had to wait 5-10 minutes to turn right towards Tauranga. With these sort of delays I can see how some people get frustrated and take risks. To get home I have to turn left out of Omokoroa and then get into the turning bay to turn right into Youngson Road. While waiting to turn left your vision is impaired by cars waiting to turn right and also cars travelling from Katikati turning into Omokoroa Road. This means you have to inch your way forward to get a clear view. While waiting in the turning bay (in the middle of the road) I am constantly looking in my rear view mirror, almost more than looking forward. I see so many cars turning out of Omokoroa without stopping, thinking they have time, then pulling left to let traffic past them. The problem with this is that when I am sitting in the turning bay there is nowhere for the traffic to pass the car that has made the error. I have been sitting there anxiously waiting for a gap, watching vehicles having to brake heavily and beeping their horn at the car that's pulled out. A few time it's been a truck and if that truck hadn't stopped in time I would be the one hit and possibly pushed into oncoming traffic. Every time I hear the Omokoroa Fire Siren go off, I text my parents to see where they are as they live nearby. I work at the local primary school and wonder "hope it's not someone from work, hope it's not a school family". When travelling to Hamilton using the new Waikato expressway that bypasses Cambridge, I always think "this is what we need between Tauranga and Waihi". SH2 always seems much busier than that section of SH1.

Other comments:

We need a four lane highway from Takitimu Drive all the way past Katikati. It needs to bypass Katikati and have interchanges to use side roads such as Omokoroa Road and Snodgrass Road. Something like they did at Mangatawhiri.

Document submission	
Document submission name	

Submission ID	TPOL649
First name	Sonia
Last name	Appleby-Maine
Individual or organisation	Individual
Organisation name	
Address 1	82c Snodgrass Road
Address 2	RD4 Te Puna
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

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. The road is so dangerous because it doesn't have safe ways to enter onto it from feeder roads as the increase in traffic volume means there are few gaps to safely do so. When I moved to this address in 2004 it was safe to turn left or right onto SH2 at any time. In recent years it became difficult to turn right and head north because finding a gap in both lanes simultaneously was rare at peak times. Then it became like that at any time. Now it is difficult to turn left too. There is so much traffic hurtling along that it is only very early in the morning (6.15am) on my way to the gym that I go that way. The vast majority of the time I turn right at my driveway and then use Armstrong road to come in at the Te Puna roundabout as it's the safest way I can enter SH2. The road is unsafe because it is no longer fit for purpose. My understanding is that it is a grade 2 road by NZTA standards and therefore the recommended speed limit is 60km per hour and yet it has a current speed limit of 90 km per hour so not all practicable steps are currently being taken to keep people safe despite the obvious hazards to road users. Please reconsider your priority order and lift the upgrade of SH2 to a four lane highway with safe feeder road access and the Katikati bypass to number one. Thank you for your consideration, Sonia Appleby-Maine

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL655	Wish to speak Yes
First name	Vivette	
Last name	Bradley	
Individual or organisation	Individual	
Organisation name		
Address 1	31 Hakao ROAD	
Address 2	Te Puna	
City/Town	Tauranga	
ZIP/Postal Code	3171	

Comments/feedback, particularly Ch 3 and Ch 7:

Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Vivette Bradley

Other comments:

I beg you to make this our number 1 roading priority in the Western Bay of Plenty. Thank you.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL656"/>
First name	<input type="text" value="Susan"/>
Last name	<input type="text" value="Oppert"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="348h Rea Rd"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the bypass elevated from priority 15 to a top 3 priority but in actual fact it should be priority 1. This is an extremely important issue. People get killed and maimed on this road and the council needs to take responsibility for some of that and act quickly. Katikati is suffering as a result of poor growth planning and businesses and residents deserve better for the rates they are paying. We need to feel safe. Come and check it out

Other comments:

State highway 2 with Katikati bypass needs to be priority 1

Document submission

Document submission name

Submission ID	TPOL657
First name	Shirley
Last name	Martelli
Individual or organisation	Individual
Organisation name	
Address 1	72 Elmwood Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass needs to be a priority and raised from number 15 to a priority in the top 5. I have lived in Katikati for over 15 years and the flow of traffic through Katikati township has gradually become more and more. It becomes extremely dangerous during holiday times. Very dangerous to pedestrian traffic and cars trying to back out of angle parking. We need to cater for traffic volume and to do this we have to bypass Katikati.

Other comments:

The road from Tauranga through Katikati north has to be upgraded to cope with the volume of traffic.

Document submission	
Document submission name	

Submission ID	TPOL659
First name	Gary
Last name	Oppert
Individual or organisation	Individual
Organisation name	
Address 1	348h Rea road
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We travel on one of New Zealand's worst roads for accidents and fatalities, I feel the road surface is appalling for such a busy road. This is State HW2 not just some back road that sees little traffic it is a main arterial route for the (golden triangle). Please do something about this this affects so many peoples lives every day. I would also like to see the Katikati bypass elevated in priority to some where in the top 5 as I think this is a major contributor to traffic flow problems, particularly in the summer months.

Other comments:

Please read 10

Document submission

Document submisison name

Submission ID	TPOL660
First name	Rex and Carol
Last name	Bones
Individual or organisation	Individual
Organisation name	
Address 1	42 Ballantyne Way
Address 2	RD2
City/Town	KATIKATI
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We submit we would request the Bypass of Katikati elevated from priority 15 to a priority top 5. Katikati has severe travel problems with increased traffic over the last 10 years. Trucks are on the increase and Fridays and in Summer the traffic is held up for long periods. Parking is at a premium. Getting onto the State Highway from side roads is lengthy and the speeds travelled make it dangerous to join the traffic flow causing further delays to traffic. Population in Katikati is now at 5000 approx and the services to this population is affected by having a State Highway running through its main service area. Population is has a large contingent of older drivers who are intimidated by the volume and size of the trucks rumbling through. Thank you Carol and Rex Bones

Other comments:

The road between Katikati and Bethlehem State highway 29 is extremely dangerous making residents who live on side roads, Katikati and Omokoroa having to compete with lengthy delays getting on or off the SH29 and being in danger from fast moving through traffic. There has been a number of reports of accidents and fatalities along this stretch we call home. Please listen and upgrade the SH29 4 laned highway option for this area. We have been forgotten

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL661"/>
First name	<input type="text" value="Margo"/>
Last name	<input type="text" value="Mccarthy"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="McCarthy"/>
Address 2	<input type="text" value="217 Plummers Point road"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 is an absolute danger to all of us residents who live alongside or nearby and who are forced to use it every day. It needs IMMEDIATE work, otherwise there will be more deaths, more shattered lives through long-term injuries.

Other comments:

Document submission

Document submission name

Submission ID	TPOL664
First name	Rebecca
Last name	Gardiner
Individual or organisation	Individual
Organisation name	
Address 1	62 Emeny Road
Address 2	RD 2, Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

We drive on a road every day that is not fit for purpose. It is not safe for the volume of vehicles. Just today, there have been 2 accidents! As a safety conscious community member, I do not see how the local and regional council cannot prioritize addressing this huge hazard that affects such a huge number of our community. Having worked in health for years I have seen the devastation road accidents can bring to families and communities, not to mention that he cost! All organizations have responsibilities under the HSWA 2015 to act on known hazards. There is no action now, come on Council, value our community, prioritize our health and safety. In less than 2 years I will have sons who start to drive on these roads. How can o as a parent willingly open them up to such a huge hazard? Please, address this issue now!!!

Other comments:

Yes, listen to the community, take notice of the n Mger of people dying on our roads, and make it safer!!!!

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL666"/>
First name	<input type="text" value="Bevin"/>
Last name	<input type="text" value="Pratt"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="69 Hume road RD 4"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I think that the Katikati bypass and the 4 lanes to Tauranga should be a priority I travel to Tauranga daily at 6 30 am and every year the traffic has increased. I used to hardly see another car before Omokoroa but now wait to turn off of Wright Rd most mornings .I join a line of cars heading to Tauranga and at every side road have to watch people taking chances at ever decreasing gaps to join the que .the amount of accidents that happen on this road is evident in its self that the road is not up to the standard needed for the traffic on it .even if the heavy trucks were removed that use this route from Auckland it would not reduce the daily traffic as more cars would use it being truck free .we need better planning than has happened in the past wire ropes and barriers do not fix the fact that the road is overloaded and out dated .

Other comments:

Document submission

Document submision name

Submission ID	TPOL667
First name	Hilton
Last name	Gardiner
Individual or organisation	Individual
Organisation name	
Address 1	62 Emeny Road
Address 2	Rd 2, Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The reading situation needs to change. It is unsafe for workers and families in our community. How can the council sit there and not take action with so many deaths and injuries? Take action and change this, now! Or you will force communities to take matters into their own hands. Lower the speed limit as a start and build the much needed 4 land highway. We want our city to grow, so build the infrastructure to enable this to happen. Keep us and our whanau safe. Surely you have the same obligation as employers do to do this?

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL668
First name	Rachel
Last name	Millard
Individual or organisation	Individual
Organisation name	
Address 1	16 Tralee Street
Address 2	
City/Town	Omokoroa-Western Bay Of Plenty
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Rachel Millard

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL669
First name	Martin
Last name	Millard
Individual or organisation	Individual
Organisation name	
Address 1	16 Tralee Street
Address 2	
City/Town	Omokoroa-Western Bay Of Plenty
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Martin Millard

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL670
First name	Sam
Last name	Millard
Individual or organisation	Individual
Organisation name	
Address 1	16 Tralee Street
Address 2	
City/Town	Omokoroa-Western Bay Of Plenty
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Sam Millard

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL671
First name	Joe
Last name	Millard
Individual or organisation	Individual
Organisation name	
Address 1	16 Tralee Street
Address 2	
City/Town	Omokoroa-Western Bay Of Plenty
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Joe Millard

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL672
First name	Jessica
Last name	Millard
Individual or organisation	Individual
Organisation name	
Address 1	16 Tralee Street
Address 2	
City/Town	Omokoroa-Western Bay Of Plenty
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL673"/>
First name	<input type="text" value="Robin"/>
Last name	<input type="text" value="Coppen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="62 Emeny Road"/>
Address 2	<input type="text" value="RD 2"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

How many more injurys and lives need to be lost before the council will see sense and do something about our state highway 2. It's not just the fact that it takes twice the time it should to get to work or school but parents and grandparents worry every day with good reason about their loved ones arriving home each night safely. Come on you great councillors get the balls to make the right decision and fix this.

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL674"/>
First name	<input type="text" value="Pina"/>
Last name	<input type="text" value="Luca"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="49 McGarvey Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Whakatane"/>
ZIP/Postal Code	<input type="text" value="3102"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I travel/visit SH2 between Tauranga and Katikati often as family lives in the area. The road is incredibly dangerous and does not fit its purpose as there are now so many vehicles on it. I believe someone needs to take some responsibility for all the accidents we are continuing being held up for. Omokoroa has increased in size so much and the intersection heading onto SH2 is a death trap. This road MUST be upgraded immediately and placed as number one on your priority list.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL675"/>
First name	<input type="text" value="Stuart"/>
Last name	<input type="text" value="Angus"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="444 Tuapiro Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

#15 We have recently moved to the Bay Of Plenty (14 months ago) We like Katikati but shop elsewhere to avoid the noise and pollution of the heavy trucks that should have been diverted years ago. It is a pretty town with the gardens and hanging baskets that are so lovingly cared for. If a Bypass eventuated there would be gradual changes and the quality of shops improve. My wife is frightened of the huge trucks that incessantly rumble through the town. A Bypass is most urgently needed for ones sanity . Two weeks ago in Bethlehem a log truck rolled spewing logs across two lanes at a roundabout .Its a miracle no one was killed. If that happened on the tight bend into Katikati it would create a horrendous hold up for hours . Prey it does not happen. Stuart & Virginia Angus

Other comments:

<input type="text" value="no"/>	
Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL676"/>
First name	<input type="text" value="Umberto"/>
Last name	<input type="text" value="Luca"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="49 McGarvey Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Whakatane"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 between Tauranga and Katikati must be priorities to number 1. This road is not fit for purpose and no longer is longer safe to be travelling on with the number of vehicles using it everyday. The Omokoroa intersection going onto SH2 is a death trap and a fatal accident is inevitable. A four line highway must go ahead from Katikati to Tauranga starting immediately.

Other comments:

Document submission

Document submission name

Submission ID	TPOL677
First name	Liz
Last name	Farrell
Individual or organisation	Individual
Organisation name	
Address 1	476 Omokoroa Road
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. 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 Omokoroa 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. There have been three crashes along this road just today. Work must start

immediately.

Other comments:

Re-prioritise SH2 Tauranga to Waihi as #1, needing immediate action.

Document submission

Document submission name

Submission ID	TPOL678
First name	Isabel
Last name	Mitchell
Individual or organisation	Individual
Organisation name	
Address 1	34 Uretara Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am extremely upset at the relegation of the Katikati bypass to no 15 in the Draft Regional Land Transport Plan 2018. I consider that it must at LEAST be elevated to the top five priorities. For years the KK community has publicised and pressed the cause of the necessity of a by-pass for our town. The traffic numbers per day and the resulting congestion is well known and causes extreme disruption in the township both within the main street and for residents exiting and entering side-roads. Many of these have no turning lanes eg. Highfields subdivision where I live on the north side of town. Returning home from the north side of town and having to sit in the middle of the road with a continuous stream of traffic coming from behind while waiting for a gap in the northbound traffic can be very scary. The same can be said of entering/exiting the main street from Beach Rd, Jocelyn Street, Fairview Rd, Countdown supermarket and Marshall Rd. During December/January it can be too daunting to go out except for absolutely essential trips (and at the age of 68 I am a confident experienced driver) and one has to plan the stops one makes within the framework of a plan of how to get home again. The situation is becoming dire, dangerous and intolerable as traffic numbers steadily increase. As well, the main street is not a pleasant place to be with the noise and fumes from the unending procession of trucks. I believe the Land Transport Plan is quite out of touch with the situation in Katikati.

Other comments:

No

Document submission

Document submission name

Submission ID	TPOL679
First name	Rossiland
Last name	McIntosh
Individual or organisation	Individual
Organisation name	
Address 1	84a Margaret Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am shocked and disappointed that the sh2 improvements from Katikati to Bethlehem are so low on the priority list. I myself changed which school my children attend partly because turning on and off that road 4 times a day was scary and dangerous. Multiple times I've seen near misses and actual accidents. When the local volunteer fire brigade siren goes, I dread to think what has happened next. If improvements can't be made immediately the speed limit should be significantly reduced to 60 or 70 km/hr.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL680"/>
First name	<input type="text" value="Niky"/>
Last name	<input type="text" value="Jenkins"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="189 Willoughby rd Rd3"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The proposed bypass for Katikati needs to be brought forward and done as soon as possible Just a simple task like doing the grocery shopping is a nightmare The towns growth is severely stifled

Other comments:

Document submission

Document submission name

Submission ID	TPOL681
First name	Susan
Last name	Morris
Individual or organisation	Individual
Organisation name	
Address 1	165 Seaforth Road
Address 2	
City/Town	Waihi Beach
ZIP/Postal Code	3611

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to impress upon the BOPRC, the urgent need for a bypass in Katikati. We request that the Katikati bypass be placed in the Top 5 priorities for roading projects. At present it is #15 on the Draft Plan...this is totally unacceptable for the Katikati community. Reasons- -extreme traffic congestion due to volume of traffic - the large number of truck and trailer units - extreme difficulty parking on the main street to access businesses - road traffic pollution layering black greasy dirt on everything, not to mention the chemicals and gases we can't see. - loss of the social aspect of "going to town" as an enjoyable event because it now is an area which is avoided...I personally now shop in Waihi town - noise levels...today the 16th March at just before 1pm, a truck blasted it horn almost causing an elderly pedestrian walking beside me, to fall over, due to the sudden and loud noise. The truck driver then preceded to repeat this horn blasting a further 2 times. The poor driver looked absolutely scared to death, which could have caused them to make a mistake ie put foot on accelerator and not the brake. - loss of "stopping" traffic for the businesses in the main street - loss of character and pride for the main street, which is very disappointing given how hard the town folk work to create this ie murals, flowering baskets etc Give our town back to our community!

Other comments:

Yes...given the northern area of the Bay, the support and infrastructure we need and deserve	
Document submission	
Document submission name	

Submission ID	TPOL682
First name	Leanne
Last name	Parrott
Individual or organisation	Individual
Organisation name	
Address 1	954 Whakamaramara rd
Address 2	Rd7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Making the SH2 road between Tauranga and Katikati a priority to upgrade it. I travel this road everyday with my kids. I am seeing accidents almost everyday now. Its scary. Trying to cross the main highway is becoming impossible which is why people are taking risks and causing others harm. This road needs sorting asap.

Other comments:

Please take this seriously. We who live out this way urge something to be done. This is not a safe way to live.

Document submission	
Document submission name	

Submission ID	TPOL686
First name	Susan
Last name	Ryan
Individual or organisation	Individual
Organisation name	
Address 1	99 Koutunui Rd
Address 2	Athenree. RD 1
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the proposed Katikati bypass to be elevated from its current position of 15 up to within the top 5. I believe the bypass is extremely important for road safety within Katikati. I invariably have difficulty turning right onto the main road to drive back to Athenree, and it has got so bad that whenever possible I avoid coming to Katikati. Consequently I miss many of the wonderful events that this great town works so hard to put on.

Other comments:

PLEASE listen to your constituents. Katikati needs this bypass ASAP

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL687"/>
First name	<input type="text" value="Rina"/>
Last name	<input type="text" value="Francis"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="1 Myrtle drive omokoroa"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I write this on 16th of March when yet again there has been a terrible accident on SH2. With three cars involved. The occupants have had a miraculous escape according to an eye witness. One person was seriously injured, possibly maimed for life. The other two had nasty injuries. How many people have to be maimed or killed before they fix this "BLOODY" road!! It needs to be sorted Now!

Other comments:

Document submission

Document submission name

Submission ID	TPOL688
First name	JP
Last name	Joubert
Individual or organisation	Individual
Organisation name	
Address 1	860 State Highway 2
Address 2	Te Puna
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. Signed, JP Joubert

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL689"/>
First name	<input type="text" value="Sona"/>
Last name	<input type="text" value="Bostock"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Bostock"/>
Address 2	<input type="text" value="131 B, Old Highway, Rd 8, Pahoia"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The SH2 was not build to accomodate this volume of traffic. It's getting harder and harder to merge in from side roads. There needs to be another road bridge across the Wairoa river. So the traffic doesn't back up all the way from Omokoroa turn off or Whaka. Keep Sh 2 local, but all the big trucks and other cars only passing by can use other new build road. Some people have driveways from SH2 and slow right down , it's hard to brake for the big trucks. Not safe for anyone having a truck up to our butt. Happened so many times.

Other comments:

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.

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	TPOL693
First name	Shona
Last name	Cresswell
Individual or organisation	Individual
Organisation name	
Address 1	23 Coppelia ave
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 improvements must be highly prioritised ! The road & intersections built many years ago simply can't cope with the current volume of traffic. The number of deaths, injuries & accidents are proof. With the huge population growth in Omokoroa, the intersection at SH2 in particular is a deadly problem !!

Other comments:

Fast track the northern link !!

Document submission

Document submission name

Submission ID	TPOL694
First name	Grayson
Last name	Dales
Individual or organisation	Individual
Organisation name	
Address 1	60 Ross road rd7 whakamarama
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Upgrade State Highway 2 inbetween katikati to tauranga

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL695"/>
First name	<input type="text" value="Huilan"/>
Last name	<input type="text" value="Faulkner"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="222 Beach road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Fix the road from Katikati to Tauranga! It should be a 4 line! By pass should be the No.1 for the Bay of Plenty region!!!!
People die on the most dangerous road! We use it everyday with our family, kids! Fix the road!!!

Other comments:

Just fix the road SH2 from katikati to Tauranga

Document submission

Document submision name

Submission ID	TPOL697
First name	sandra
Last name	farmer
Individual or organisation	Individual
Organisation name	
Address 1	99 rea road
Address 2	R D 2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am very earnestly concerned about the "priority ranking" given to the Katikati bypass in the recent Draft Regional Land Transport Plan 2018. In my view the ranking should feature prominently in the first five rankings..... for very good reasons. I have lived on Rea Road for three years after emigrating from the UK. I once lived in NW England in an area with the highest concentration of motorways in all of Europe. However I am frankly horrified by the spate of vehicle disasters on SH2.... and the very evident hazards of this stretch of highway. There are several key bridges between Tauranga and Waihi which need widening as a vital part of any sensible safety strategy..... but without doubt Katikati itself presents a formidable obstacle to the effective flow of traffic. A by pass is vital.... and should have been prioritised many years ago. I urge you to wait no longer. Do you seriously need death on road statistics to surge further? Surely not! Allow please for good common sense to prevail! I move that the Katikati By pass be promoted to the top five rankings in your Draft Regional Land Transport Plan for 2018..... as a matter of urgency. Best wshes
Sandra A Farmer

Other comments:

Please do not await death statistics! Act on good common sense! And do it now!

Document submission

Document submisison name

Submission ID	TPOL698
First name	Michelle
Last name	Blanchard
Individual or organisation	Individual
Organisation name	
Address 1	13 Perkins Drive
Address 2	RD6
City/Town	TAURANGA
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Priority needs to be given to SH2. Too many people are dying or getting injured on this road! As a starting point - lower the speed limit to 80km. Another idea is roundabouts on parts of SH2 notorious for crashes - where traffic on opposing sides of SH2 are trying to turn onto SH2. I also wonder why every time we have a down pour potholes form, requiring ongoing \$ to fill! Surely in this day and age we can find a longer lasting solution for our roads to make them longer-lasting. My thought is using melted plastic on the roads imbedded with gravel. This would save the environmental plastic issue; would prevent potholes and deterioration of roads (as plastic lasts forever!); AND \$ could be redirected from reading repairs to safety upgrades, such as what is urgently needed on SH2. I do not understand the road planning when hundreds of be housing is built, and the roading is not planned and upgraded to support the increased population in that area. A good example is Omokoroa.

Other comments:

I also support the "Fix the BLOODY roads" movement.

Document submission	
Document submisison name	

Submission ID	TPOL699
First name	Willaim
Last name	Trotman
Individual or organisation	Individual
Organisation name	
Address 1	7 Friis Drive
Address 2	PO Box 306 3166
City/Town	KATIKATI
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

KATIKATI needs a Bypass today and we need the Regional Project to reflect this. I want to see the Katikati Bypass in the top 5 priority projects for the Bay of Plenty. Even if construction was started today it could take up to three years to complete, which is potentially up to three years of traffic congestion which is logarithmically increasing each year causing much angst and misery for the Katikati community. I am also concerned that there is an increasing potential for a road fatality in the town itself as people need to take risks either driving through or crossing the road not to mention the health hazards from so many large vehicles using SH2 these days. From the press it would seem that this project was approved three times but never happened. The fact that there has been approval clearly shows that the need for a bypass was recognised but, obviously, has never been followed through with construction. By my calculation; if the Katikati Bypass was started today (the planning has been done etc) it could be completed in less than eighteen months..!!

Other comments:

Please think of the health and safety aspect of having a Katikati Bypass..

Document submission

Document submission name

Submission ID	TPOL700
First name	steve
Last name	collins
Individual or organisation	Individual
Organisation name	
Address 1	155 Tanners Point Rd
Address 2	Tanners Point
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The highway between Tauranga and Katikati needs to be up graded urgently to a highway like the Eastern Link Highway. Its been delayed for decades and we need this sorted now. A 30 minute trip can now take up to a hour and a half. Its ridicules. The Tauranga area has been the second fasts growing area in NZ for decades and the infrastructure is a joke. The upgrades over the last four years are a joke and a waste of money. They have not improved anything except the bottom line for the roading contractors who do them. Tens of millions have been wasted for nothing. A by pass for Katikati is also needed urgently. I live at Tanners Point and during peak times it can take a hour to drive 7 kilometres! Time to start doing instead of talking. Tired of bum politicians talking instead of doing.

Other comments:

Stop talking and start doing for a change!	
Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL701"/>
First name	<input type="text" value="Louise"/>
Last name	<input type="text" value="Turner"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="22 McDonnell Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL702"/>
First name	<input type="text" value="Colleen"/>
Last name	<input type="text" value="King"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="92 Martray Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The bypass for Katikati must be elevated from priority 15 to a priority in the top 5. This is a dangerous stretch of road coming through our town. We hesitate to shop here as it is too dangerous to pull back out onto the highway to continue home. The noise is horrendous as you walk up the street. Children get impatient waiting for a gap in the traffic to cross the road for school. There is only one crossing so they run out between cars. This must be addressed. No more lives should be lost.

Other comments:

Document submission

Document submission name

Submission ID	TPOL704
First name	Dr Dave
Last name	Bibby
Individual or organisation	Individual
Organisation name	
Address 1	1 Belmont Rise
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We believe that the Katikati Bypass currently only rates a lowly 15 on your priority list for 'The next 10 Year Plan'. This is unacceptable. At a public meeting at Katikati prior to the General Election last year numerous compelling reasons were provided for making this Bypass one of the highest priorities in the Regional Land Transport Plan for 2018. The Government of the day responded by announcing a new highway from Tauranga to Katikati that would resolve this problem. It seems like the Regional Council has deliberately ignored these concerns and arguments. They have been well documented by your staff. This is unacceptable. As Ratepayers who pay an excessive \$10,000+ worth of rates each year the Bypass is something that might go some way toward justifying such crippling rates. We demand that the Katikati Bypass be given the highest possible priority - at least in the Top 5 - in the 2018 Regional Land Transport Plan. Dr David N. Bibby PhD and Mrs Jan Bibby 1 Belmont Rise, Katikati 3129.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL705
First name	Chris
Last name	creighton
Individual or organisation	Individual
Organisation name	
Address 1	771 Whakamarama rd
Address 2	rd7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please act immediately to slow down the traffic between Omokoroa and Bethlehem. (To 50km/hr) Install temporary plastic roundabout at sh2 and plummrs point Rds with left turn only from Barrett's Rd on to sh2. Install barriers poles wherever possible. I've got teenagers driving this route and it's a nightmare!

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL706"/>
First name	<input type="text" value="Loretta"/>
Last name	<input type="text" value="Austin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="78 Walker Road East"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Apparently we in Katikati have been waiting for 28 years to have a by pass put in! Although I am relatively new to the area I think that is 28 years too long especially with the amount of accidents on State Highway 2! Why is it that the Government can donate millions of dollars to the Islands due to the storms they have had (not that I have anything against Islanders, my parents are Tongans) but don't seem to have any money to fix our own country? Come on, do something for our country for a change! Save Kiwi lives - aren't we important too! If it wasn't for us voting you in, where would you be?

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL707"/>
First name	<input type="text" value="graham"/>
Last name	<input type="text" value="austin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="78 walker rd. east."/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The benefit of an alternative route around Katikati is obvious to blind Pete. Surely the everyday risk to human life is worth a serious consideration even to those in power who rely on us to give them the right to govern. It is sad to say todays powermongers are more interested in promoting their own careers instead of studying the broad picture that is going on outside of their limited vision. We should not have to put up with this nonsense. This is not a kindergarten problem so do not treat us like three year olds. Ref. RLTP

Other comments:

You are alienating a large portion of your electorate by placing this life threatening issue on the backburner. Come on wake up

Document submission

Document submisison name

Submission ID	TPOL708
First name	Stephen
Last name	Kenna
Individual or organisation	Individual
Organisation name	
Address 1	122 Ongare Point Rd
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Please elevate the Bypass from number 15 to the top number 1 project. This bypass is needed to grow the BoP as it has become a choke point for the Northern access into the Bay. It will allow residents to speak in the local shops and not shout as a large vehicle powers by. Crossing the street will become safer. Fumes from vehicles will reduce especially after stopping and starting on a green light while driving to Tauranga. Pressure from vehicles entering the town area from side roads will be eased with reduced highway flows through town. The main street is narrow , (as compared to other towns locally) and shopping would become more socialable

Other comments:

We need this Bypass elevated up to a top 5 place.

Document submission

Document submisison name

Submission ID	TPOL709
First name	Carole
Last name	McGann
Individual or organisation	Individual
Organisation name	
Address 1	68 Hume Road
Address 2	Rd4
City/Town	Aongatete
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I can only comment on a personal level, as a frequent user of SH2, as do close members of my family. Living off the road coming to and from Wright Road, where there is no safe place to turn right into the road, many times we carry on to the next road and come back. It seems to me a culmination of too fast driving and many feed on roads and people trying to join SH2 at the safest time. How many more people have to die or have serious injuries before we move up the list.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL710"/>
First name	<input type="text" value="Paula"/>
Last name	<input type="text" value="Mcmann"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="85 Plummer Road RD7"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 must be given priority above all other major roads, it needs to be made safer immediately and placed at the top of list for major construction as planned.

Other comments:

The accidents and death toll on this road is outrageous, money needs to be spent keeping New Zealanders safe, how many more people have to die for the Government will take notice ?????

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL711"/>
First name	<input type="text" value="Barling Layat"/>
Last name	<input type="text" value="Supen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="306 Wainui South Road, Rd4"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I FULLY SUPPORT THE DRAFT OF REGIONAL LAND TRANSPORT PLAN 2018 OF THE BYPASS. I SUPPORT BECAUSE OF THE PRIME SAFETY OF ROAD USERS. THE ROAD FROM TAURANGA TO KATIKATI IS GETTING CONGESTED WITH TRAFFIC AND THERE ARE TOO MANY INCIDENTS AND ACCIDENTS AND YESTERDAY AFTERNOON ALONE (16TH MAR 2018) THERE WERE TWO BAD ACCIDENTS ONE NEAR THE NEAR KENNELS & CATTERY AND BAD ONE NEAR APATA. I CAN REMEMBER THERE ARE MANY DEATHS ON THIS STRETCH OF ROAD SINCE I CAME TO KATIKATI IN 2004. I PLEDGE THAT LAND TRANSPORT TO IMPLEMENT THIS BYPASS NOW AND MY PLEDGE IS TO STOP KILLING PEOPLE ON THIS ROAD. THANK YOU & SINCERELY YOURS BL SUPEN

Other comments:

Document submission

Document submission name

Submission ID	TPOL712
First name	Hugh
Last name	Moore
Individual or organisation	Individual
Organisation name	
Address 1	364 kauri point road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati to Tauranga by pass elevated from priority 15 to priority in the top five. To eliminate the continual traffic jams through Katikati on either side and up to four kms. with traffic tail to tail. This is caused by through traffic which would be diverted if the bypass was in place.

Other comments:

Get on with it , we have been waiting 25 years

Document submission

Document submision name

Submission ID	TPOL713
First name	Vanessa
Last name	Hodgson
Individual or organisation	Individual
Organisation name	
Address 1	29 Kayelene pl
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Vanessa Hodgson

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL715
First name	Gary
Last name	Russell
Individual or organisation	Individual
Organisation name	
Address 1	214 Woodlands Road Tahawai
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the priority of the road works between Tauranga and Katikati and the Katikati bypass brought forward from 15 to into the top five

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL718
First name	Allen
Last name	Snowsill
Individual or organisation	Individual
Organisation name	
Address 1	5 ThompsonsTrack
Address 2	R D 2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Bypass elevated from priority 15 to a priority within the top 5. The Bypass will reduce the ever increasing congestion in Katikati, including reducing travel time along this section of highway but more importantly it will greatly reduce the accident rate due to impatient drivers making silly decisions.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL719
First name	Susan
Last name	Clemens
Individual or organisation	Individual
Organisation name	
Address 1	2 Highfields Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

This is a submission to the Draft regional Land Transport Plan - the Bypass needs to be elevated to the Top 5 priority Rooding projects asap - it is horrifying to think that this has slipped down the list to be such a low priority. I live close to the main Waterford (highway)Road in Katikati. My concerns are: The length of time and danger in being able to cross the traffic from Highfields Drive to the main Road. The volume of traffic coming through Katikati has increased hugely since I moved to Katikati 2 years ago, especially in the summer months - the village speed limit is 50 k but very few vehicles travel through the Katikati township at this speed. It has become frightening to walk with a dog or even young children along this part of the road into the village, especially near the Uretara bridge. I have noted that heavy transport trucks do not stop for services when they pass through Katikati and the majority fail to observe the 50 k speed limit. Speed with engine braking and updraught are a concern. I travel from Katikati regularly to my employment in Tauranga and am fortunate to be able to avoid some peak traffic times - however I am still regularly held up with accidents / incidents and traffic delays as volumes build up near Te Puna and Omokoroa. I chose to live in Katikati as the village atmosphere and history appealed to me. I would like to see this restored as it would be great to feel safer as a pedestrian or motorist living here. Thank you for the opportunity to submit

Other comments:

What will it take to get this issue raised in priority - how many more years???	
Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL720"/>
First name	<input type="text" value="Fernley-Ann"/>
Last name	<input type="text" value="Nielsen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="52 Chelmsford Street"/>
Address 2	<input type="text" value="R.D.3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need the By Pass elevated from Priority 15 to at least within the Top 5 Priority. The town is becoming choked with trucks and H vehicles. To encourage heavy vehicles to By-Pass the town would be healthy, less noise and exhausts, and encourage a more regular flow of traffic.

Other comments:

SH2 needs an upgrade, better run-offs for side road intersections, better signage to allow anticipation for change of direction, and the bottle neck at Wairoa Bridge!! Widen it, don't just put a cycle-way next to it

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL721
First name	Francis
Last name	Young
Individual or organisation	Individual
Organisation name	
Address 1	17 Francis Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I cannot comprehend how the Traffic Planning Committee's arrived at their rankings of the projects for State Highway 2 north of Tauranga. I can only conclude that few of the committee members do not use this road on a regular basis. Those of us who do are only too acutely aware that the route between Tauranga and Katikati is no longer fit for purpose; it fails on the basis of safety, resilience, and community development. Yet the draft report the committee has issued considers only that the primary justification for work on SH2 North rests on economic efficiency, when it is clear that issues of safety and resilience are far more pressing and are the root cause of any economic inefficiency. 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? When I drove to Tauranga for an appointment 15 years ago 30 minutes was usually ample time, today I have to allow 1 hour. The drive takes the same time if traffic conditions are favourable, but this can no longer be relied upon. And if the road is closed after an accident, as happened again yesterday, then who knows when you will reach your destination. This road is well-known to be one of the most dangerous stretches of road in the country for fatalities and serious crashes, but I can't see where this has been taken into account. Tuaranga is at the stage where Auckland would have been about 25 years ago and will mirror Auckland's unhappy record since then if important roading projects are not tackled quickly and with urgency. If we follow the leisurely time table outlined in the report we will find ourselves in gridlock. Papamoa is indeed a fast-growing commuter settlement, as the report points out; but commuters from Te Puna, Omokoroa and Katikati are also increasing rapidly, which the report seems to be silent on. Papamoa's woes has been much alleviated by the new construction to the Dominion road roundabout and there are alternate routes through city streets. SH2 North has had nothing done for 20 years and has no reasonable alternative route across the Wairoa river. Whenever I drive the roads east or south of Tauranga I am always struck by how low the traffic densities are there. Apart from SH29 over the Kaimais no other local road approaches the traffic density of SH2 North, and no road has such high ratio of traffic density to road capacity. The low ranking for the Katikati Urban (Bypass) project is equally disturbing. The heavy traffic through the town is stifling its development and its desire to be a vibrant community that people will want to visit. The congestion, noise and pollution no longer make it a place where people want to linger. Locals do less shopping there as shops are noisy and there is not enough space for wide pavements to comfortably accommodate mobility scooters. Te Puke now have their bypass, so why would you deny Katikati theirs. NZTA officials have made no secret of the fact that they don't favour this project and see Katikati as a useful 'pinch point' to slow down traffic. By making such a low ranking you give these officials a good reason to delay or eliminate this project.

Other comments:

I hope that the Committee will undertake a serious re-evaluation of the report. As it stands now it will destroy the confidence we have had in our elected regional Council to promote the best interests of all of its constituency.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL722"/>
First name	<input type="text" value="Alan"/>
Last name	<input type="text" value="Robins"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="73 Turner Road"/>
Address 2	<input type="text" value="RD4 Katikati"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Regarding the Priority 15 given to the Katikati by-pass. I think this priority number reflects just how out of touch with reality the government is with what is needed in this area, not only is the Katikati by-pass a number one priority, so is the entire road upgrade from Waihi to Tauranga, as yet another 'accident' last night proves beyond all doubt.

Other comments:

Omokoroa/SH 2 Intersection. How can any official body possibly allow the amount of development in this area without first getting this intersection upgraded.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL725"/>
First name	<input type="text" value="Michael"/>
Last name	<input type="text" value="Newton"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="329b Plummers point Rd"/>
Address 2	<input type="text" value="Rd2"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Tauranga to Katikati is the worst road in NZ. Nz has the worst road death rate in the OECD. Therefore that road is one of the most dangerous roads in the world. Not good enough.

Other comments:

Document submission

Document submission name

Submission ID	TPOL726
First name	Dorothy
Last name	Perry
Individual or organisation	Individual
Organisation name	
Address 1	103A Hot Springs Road
Address 2	R.D.2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati Bypass elevated from priority 15 to a priority in the top 5. During the holidays and public holidays it is a major obstacle exiting and entering Hot Springs Road from State Highway 2. When some one lets you out of Hot Springs Road it then takes you 25 minutes to travel 4 kms to Katikati. To back out of a car park in Katikati you take your life into your own hands due to the amount of traffic and most of this is large trucks. You can't go into a cafe and have a relaxing coffee due to the fumes of large trucks and the fumes. The shops in Katikati are suffering due to people not wanting to shop in Katikati dur the unsafe conditions and the fumes. Let us have our Town back please.

Other comments:

Do something before another person is killed

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL728"/>
First name	<input type="text" value="Kurt"/>
Last name	<input type="text" value="Nielsen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="52 Chelmsford street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I find it hard to believe that our Councillors are able to have a cycle/walk way at number 4 above the traffic congestion at Katikati , now reduced to number 15. The Omokoroa intersection is also in urgent need as are many other side road exits . I know that cycling and walking is a "warm and fuzzy" subject but placing it above Road Safety is beyond understanding. (verging on total stupidity) !!!!! Perhaps you all should drive out our way sometimes . Please wake up. Thanks in anticipation of a common sense change. Kurt Nielsen

Other comments:

Document submission

Document submission name

Submission ID	TPOL729
First name	Nicola
Last name	Newton
Individual or organisation	Individual
Organisation name	
Address 1	329b Plummers Point Road
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I believe that a major upgrade to state highway 2 from Katikati to Tauranga needs to be the number 1 priority. I run a Swim School in this area with the majority of our clients travelling to and fro on the most dangerous highway in New Zealand. At our swim school we teach children skills that could potentially save their lives; however they are at far greater risk travelling in cars on this road. With the huge influx of people moving to Omokoroa, Katikati and surrounding areas this highway is no longer "fit for purpose".

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL730
First name	Marie
Last name	Jackson
Individual or organisation	Individual
Organisation name	
Address 1	1 Kea Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It is obvious the volume of traffic wending its way through the main street of Katikati has grown to unacceptable levels. There is only 1 controlled pedestrian crossing in the main street and even then one is not completely safe as some motorists seem to ignore the red light. Apart from that there are 3 "dash across" crossings which in peak traffic times are pretty much a no go. So apart from the number of accidents on the main highway Katikati is in need of the proposed by-pass - which seems to have dropped from 5 to 15. Needs to be back to the top 5. There has already been one death in the main street - how many more I wonder?

Other comments:

nope

Document submission

Document submission name

Submission ID	TPOL731
First name	Leslie
Last name	McGann
Individual or organisation	Individual
Organisation name	
Address 1	68 Hume Road
Address 2	RD4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have read through the RLTP and as one would expect the problems benefits and objectives have been expertly identified and addressed, however the solutions are debatable. When one looks at the transport system map of the north island triangle, as it's called, and considering the information on freight, local domestic, tourism and future growth of all of these into the BOP as a whole, and in particular Tauranga then the SH2 from it's junction with SH1 north of Ngatea through to Tauranga has to come into extreme focus. Improvements on this road along it's entire length are required to make it safer and not faster, the increase in traffic flow currently makes this route extremely hazardous and bypasses through small towns and four lane roads will not improve this in the decades to come. After all what is the plan for the Karangahake Gorge where gold mining is planned to be recommenced. This road has to become a tourist route a scenic- highway with restrictions for through traffic commercial vehicles and commuter traffic to Tauranga. A new road from the end of SH1/Auckland motorway should be considered to form a direct route to Tauranga through the Waikato along the flat plain rear of the Kaimai Ranges, then passing through the Kaimai range at a suitable junction north of Tauranga. This route should also include a rail link along its length with various intersections to service other local destinations and service hubs. There will of course be objections and geological issues to overcome not excluding costs, but the same issues affect the alternative with the current SH2 route, and when we consider extreme weather, erosion and the threat of natural disasters, land slips, earthquake and tsunami, then the current route is by far the more vulnerable. Furthermore the ongoing maintenance of the current roads will be horrendous as it is now SH2 is constantly being resurfaced, repaired, reinforced all to no avail as nothing changes other than an alarming increase in road deaths and traffic accidents. The quality of life in the BOP is becoming more difficult to maintain due to the fear of traffic accidents myself and extended family are constantly faced with bad drivers on roads that were laid down in the last century. These roads and routes which were designed for slower vehicles and considerably less volume of traffic are now redundant in a modern country.....do not throw good money after bad on these roads and routes, think ahead for the longer term and modernize both roads and routes.

Other comments:

A national television campaign by way of a public information service to highlight poor driving and how it can be improved. For instance what road markings mean and how they should be read and obeyed. A highway code informing drivers of there responsibilities under the law and the consequences for ignoring them. Do not allow anyone who has only been instructed to drive in an automatic vehicle to pass a driving test.....driving instruction should be given in manual gear box vehicles only, most automatic drivers do not know how to keep control of the vehicle, they press pedal and go, which is a major contributor in traffic accidents, in my view. Third party insurance for all drivers should be the minimum requirement before the driver can take possession of the vehicle and drive it away. Call an end to over dramatic television advertisements on driver safety they do not send the right message, no one learns anything new to aid better driving from these, only the tragic after effects.....we already know them.

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL733"/>
First name	<input type="text" value="Manfred"/>
Last name	<input type="text" value="Mauschitz"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="45 Malta Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. I am very concerned about access to shops / post office and other amenities. There is only one controlled Pedestrian Crossing in town, and at times it can takes ages, before I am allowed to cross. It seems a priority, for Logging Trucks and countless other heavy Truck and Trailer units to pass through our township ,as opposed to us mere humble residents, and rate payers trying to cross the road. Regards, Manfred

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL734"/>
First name	<input type="text" value="Faye"/>
Last name	<input type="text" value="Birkbeck"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="128b Darraghs rd"/>
Address 2	<input type="text" value="Brookfeild"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3110"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There are some serious issues with state highway 2. I was pleased to see tepuna upgraded by a traffic circle, although still think it needed traffic lights as tepuna is going to grow greatly. However between Bethlehem and katikati there are some serious Road and crash issues. The areas where the crashes happen need to be addressed! There should not be so many crashes and deaths on our roads... the traffic build up into Bethlehem is a problem, the Bethlehem round about, state highway two, by snodgrass and the quarry, even several crashes between Omokoroa and Katikati. We know Omokoroa is growing and Tauranga as a whole. I think there should be extra lanes/ even another bridge connecting tepuna to Bethlehem/town, traffic lights going into some of the more used roads... ect!

Other comments:

Document submission

Document submission name

Submission ID	TPOL735
First name	Robert
Last name	Douglas
Individual or organisation	Individual
Organisation name	
Address 1	372 Tuapiro Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project list to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be 3 years of traffic congestion misery for the Katikati community. I am also concerned about the increasing likelihood of accidents within the 50kph speed limit area of Katikati itself caused by frustrated drivers unable to join traffic turning right across oncoming traffic. Queues of traffic outside the 50kph area stretching kilometres at weekends and busy holiday periods also contributes to rash decisions and accidents. Frustrations and time delays experienced on entering and leaving Katikati leads to drivers trying to make up lost time by exceeding the 100kph limit. SH2 is joined on both sides by roads leading to the coast and into the hills. Every one of these junctions is potentially a deathtrap due to vehicles trying to join dense, fast moving traffic, as confirmed by road accident statistics. As a former road accident research officer with South Yorkshire County council in the UK, this stretch of SH2 would be classed as urgently requiring action in the form of traffic engineering solutions. "Sticking plaster" short-term measures will not do the job required.

Other comments:

Get the big trucks on the railway, especially the ones with containers heading for Tauranga port, and those returning to Auckland empty.

Document submission	
Document submission name	

Submission ID	TPOL736
First name	Linda
Last name	Mauschitz
Individual or organisation	Individual
Organisation name	
Address 1	45 Malta Crescent
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass, at least in the top 5 of priority from current 15, in the Bay of Plenty projects. To travel from Athenree / SH 2 intersection to Katikati for 1h and 20 min as happened earlier this year, is totally unacceptable, at this day and age. I thought, the days of Cart and Horse had long gone Try crossing right into SH2 from anywhere, and any time, in the Katikati environs, is like playing Russian Roulette

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL737
First name	Shirley
Last name	Yardley
Individual or organisation	Individual
Organisation name	
Address 1	34 harbour View Rd Ongare Point
Address 2	P O B ox279
City/Town	Katikati
ZIP/Postal Code	3166

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati had been promised a bypass by the previous government and now it is being whipped away from us. Being relegated to 15 is the same as being denied it; yet again. The buildup of traffic on SH2 5 Ks either side of Katikati has grown phenomenally in the last 5 years and the roads will be totally choked in another 5 years with the impatient and their innocent victims dieing in increasing numbers. Productivity in this area will decline and the cost of services increase as people who drive as part of their job take double the time to get their destinations. At Ongare Point we used to be 10 minutes drive from town. Now in the summer we are 30 minutes from town. Returning takes even longer as we rely on the good manners of other drivers to allow us the space to make a right turn into Main Street and join the crawl to our turnoff. Our town is growing fast as it has become popular with Auckland refugees and this has increased the traffic stream from side roads as we clamour to head north or south on SH2. For the sake of productivity and the health and safety of Katikati citizens and the long distance travellers I urge you to complete this bypass urgently before travel between Waihi and Aongatete comes to a complete halt.

Other comments:

This topic is the talk of the town and a subject of indignation and outrage at present.

Document submission	
Document submision name	

Submission ID	TPOL738
First name	Karen
Last name	Lysaght
Individual or organisation	Individual
Organisation name	
Address 1	8c Astelia Drive
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am deeply concerned about the prioritisation of activities as set out in the Draft Regional Land Transport Plan, in particular the placement of the W2T Omokoroa to Te Puna at 11th and the Katikati to Omokoroa which is not specifically identified outside of the W2T Waihi to Omokoroa (Safer Corridor). There were 19 deaths and 45 serious injuries on this road between 2010-2015. Yesterday (16 March 18) there were three accidents between Apata and Wairoa River in the space of three hours, two required emergency services and the most serious involved three cars, serious injuries and the highway closed in both directions. The road has a 2 star rating, is recognised by NZTA as one of the most dangerous and high risk roads in the country, and it is not fit for purpose. Traffic volumes have increased significantly, and will continue to increase exponentially with the subdivisions underway and planned in Omokoroa, particularly the Special Housing Area under the Housing Accord signed in August between the Western Bay of Plenty District Council and Central Government. In turn, car commuters, school buses, farm vehicles, and heavy transit vehicles use the same road which has driveways and side roads entering the highway on sides. When faced with turning right across the highway local commuters instead turn left, and look for an opportunity to turnaround on side roads pushing up traffic on other roads not designed for highway traffic. Besides the safety concerns which are significant, there is an economic and quality of life impact resulting from the state of SH2. Longer travel times are impacting children getting to school, workers to their employment, and businesses in the delivery of goods and services. Travel times are unpredictable and there is no alternative route. The region wants continued growth and economic development, and it needs to provide the infrastructure to safe delivery for the community. Every day I worry for the safety of my family and friends on this road. This is not a problem that can be fixed with median markers, barriers and slow vehicle passing lanes, this requires widening of the existing SH2 plus a new regional state highway now, not in 5-10 years time. I therefore request that the Regional Council increases the priority of the W2T Omokoroa to Te Puna to number 1 on its list of priorities, and retains this as a transformation project not just a safe corridor treatment.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL739"/>
First name	<input type="text" value="Ashleigh"/>
Last name	<input type="text" value="Turnbull-reed"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="580 Wright rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Aongatete"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The SH2 road is a shambles. This road is an old country road that needs upgrades to ensure the safety of our community. There are a lot of elderly people living out these ways that cannot drive well as well as trucks, tractors and cars with trailers which cause frustration of so many other people on the roads and this is where these accidents are happening. Hard to concentrate when your constantly stuck behind a long line of traffic due to a tractor. These roads should be widened and the corners should be eased out to make it easier for everyone. I would also consider slow lanes to assist with the slower vehicles. 4 lanes are not necessary although would be amazing, but let's make this road safer. Everyday there seems to be a crash between Tauranga and katikati. If something isn't done soon I think there will be protests and riots.

Other comments:

Document submission

Document submission name

Submission ID	TPOL740
First name	Susan (Sue)
Last name	Wigglesworth
Individual or organisation	Individual
Organisation name	
Address 1	7 Irwin Ct
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Concern at the position Katikati has in the regional project list. I want to see the Katikati bypass in the top 5 priority projects for the BoP. At times a significantly slower journey for those travelling through the town. For residents the traffic congestion, fumes, trucks thundering through the main street, high accident risk for pedestrians. Locals find going in to main street a miserable experience for these reasons. The extreme difficulty of getting out of residential areas, trying to turn right into and out of Beach Rd, turning right out of Highfields Rd.

Other comments:

Please listen to the concerns voiced by this community .

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL741"/>
First name	<input type="text" value="Yolanda"/>
Last name	<input type="text" value="Farrell"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="6 Blundell Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL742"/>
First name	<input type="text" value="Sharnie"/>
Last name	<input type="text" value="Riley"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="101 Matahui Road"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The proposed Bypass for Katikati is of urgent priority, impacting on the quality of life for people living in this community (petrol fumes, noise, volume of traffic through the main street, safety issues crossing the road). This long awaited Bypass needs to be given top priority and not pushed down the list of proposed improvements, it is a long overdue need!

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL743"/>
First name	<input type="text" value="Johanna"/>
Last name	<input type="text" value="Freeman"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="22 Highfields drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass elevated from priority 15 to a priority in the Top 5 or even in top 1 We need to get our town back the traffic is insane, you can't shop or even drink a coffee in one of the cafe's as the noise is way to much. Also the smell from the big trucks, and for us locals to park your car is a big challenge too. Coming out of Highfields drive is also very difficult, as the traffic going in to Katikati town is enormous, and with so many new houses being build on Highfileds crossing, we can't even get in to town.

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL744"/>
First name	<input type="text" value="Keith"/>
Last name	<input type="text" value="Wigglesworth"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="7 Irwin Court"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am concerned that the plan currently has the Katikati bypass is only #15 on the list. We have waited 20 years for this bypass and now with the change of government it seems to have fallen way down the priority order. I would really like the Katikati bypass elevated to at least top 5 to make life in our town much safer and more tolerable. Turning right out of Beach Road to head North on SH2 has become increasingly difficult over the last couple of year resulting in locals getting frustrated and endangering themselves and other roadusers. The Katikati main street is a main thoroughfare for large logging (and other trucks) heading towards the port in Tauranga - again, endangering ones own life every time you visit town. Pedestrian crossing only increases driver frustration as traffic immediately backs-up as soon as go red. etc,etc,etc . . . Please reconsider escalating this long-term fix for our town.

Other comments:

The current Katikati traffic situation is just one other location along SH2 that is simply not safe to road users and pedestrians alike.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL746"/>
First name	<input type="text" value="Lynne"/>
Last name	<input type="text" value="Douglas"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="372 Tuapiro Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project list to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be 3 years of traffic congestion misery for the Katikati community. I am also concerned about the increasing likelihood of accidents within the 50kph speed limit area of Katikati itself caused by frustrated drivers unable to join traffic turning right across oncoming traffic. Queues of traffic outside the 50kph area stretching kilometres at weekends and busy holiday periods also contributes to rash decisions and accidents. Frustrations and time delays experienced on entering and leaving Katikati leads to drivers trying to make up lost time by exceeding the 100kph limit. SH2 is joined on both sides by roads leading to the coast and into the hills. Every one of these junctions is potentially a deathtrap due to vehicles trying to join dense, fast moving traffic, as confirmed by road accident statistics.

Other comments:

Get the big trucks on the railway, especially the ones with containers heading for Tauranga port, and those returning to Auckland empty.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL747"/>
First name	<input type="text" value="Sharyn"/>
Last name	<input type="text" value="Wallace"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="520 Lund Road RD2"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State highway 2 between Tauranga and Katikati has been placed as priority 15 and I wish to see it at least 5 or less. The road becomes a car park at peak hour traveling time and is an absolute disgrace. Twice in the past week I've had to travel to Tauranga at 8am and it has taken me 1 hour to do approximately 40 kilometers. This is the main highway to Auckland and as there are frequent accidents on this road things will only get progressively worse.

Other comments:

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL748
First name	peter
Last name	parsons
Individual or organisation	Individual
Organisation name	
Address 1	45 highfields dr
Address 2	
City/Town	katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

we need this bypass like 10 years ago the traffice going through katikati each day is just mad .just this morning 17 saturday at 10.15 am I was going to drop off my green waste . and to do a right hand turn on to main road took me 15 minutes to do traffic both ways . some one is going to be killed before something is done . Or is this what they want to happen before they sit up and take notice of our town .This happens all over katikati.The powers that be should come an live in Katikati for 2 two weeks and see what we have to put up with on a daily bases.Then they my take notice .The number of trucks going up the main street maddness. fumes and danger.

Other comments:

Lets get this bypass on its way and stop trying to flip katikati off. better done now than another 10 years when it will cost another 10million more than today

Document submission	
Document submisison name	

Submission ID	TPOL749
First name	Patricia
Last name	Coates
Individual or organisation	Individual
Organisation name	
Address 1	20 Papaunahi Road, Bowentown
Address 2	
City/Town	R.D.1 Katikati
ZIP/Postal Code	3166

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Road from Waihi to Tauranga has a very high traffic flow. The road is quite narrow in places and I have often been put in a potentially dangerous situation due to people overtaking without having enough room to get back into the traffic flow as the highway becomes a one lane again. Apart from the safety factor which is very bad with all the traffic going to the Tauranga port, there is always a bottleneck when you come into Katikati. It is pointless keep upgrading areas like Te Tuna and increasing the speed of the traffic (which adds to the danger) when everyone comes to a standstill in the town of Katikati. The town gets full of noxious fumes when all the traffic is held up at the crossing. People find it hard to get in and out of parking spaces, especially the elderly. The problem is compounded by the lack of competition for supermarkets and Countdown is always busy. To get back into town from the supermarket is a long wait for the traffic to have a gap and also it is quite harrowing trying to get across the highway to return back through Katikati town. The town has waited too long for a bypass. Put the safety of travellers and the people trying to live, work and shop in Katikati.

Other comments:

yes your website is very hard to navigate to find the place to make a submission to this draft plan.

Document submission

Document submission name

Submission ID	TPOL750
First name	Joel
Last name	Keen
Individual or organisation	Individual
Organisation name	
Address 1	8c Astealia Dr
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am deeply concerned about the prioritisation of activities as set out in the Draft Regional Land Transport Plan, in particular the placement of the W2T Omokoroa to Te Puna at 11th and the Katikati to Omokoroa which is not specifically identified outside of the W2T Waihi to Omokoroa (Safer Corridor). There were 19 deaths and 45 serious injuries on this road between 2010-2015. Yesterday (16 March 18) there were three accidents between Apata and Wairoa River in the space of three hours, two required emergency services and the most serious involved three cars, serious injuries and the highway closed in both directions. The road has a 2 star rating, is recognised by NZTA as one of the most dangerous and high risk roads in the country, and it is not fit for purpose. Traffic volumes have increased significantly, and will continue to increase exponentially with the subdivisions underway and planned in Omokoroa, particularly the Special Housing Area under the Housing Accord signed in August between the Western Bay of Plenty District Council and Central Government. In turn, car commuters, school buses, farm vehicles, and heavy transit vehicles use the same road which has driveways and side roads entering the highway on both sides of the highway. When faced with turning right across the highway local commuters instead turn left, and look for an opportunity to turnaround on side roads pushing up traffic on other roads not designed for highway traffic, increasing safety risks and adding time to commutes. Besides the safety concerns which are significant, there is an economic and quality of life impact resulting from the state of SH2. Longer travel times are impacting children getting to school, workers to their employment, and businesses in the delivery of goods and services. Travel times are unpredictable and there is no alternative route. The region wants continued growth and economic development, and it needs to provide the infrastructure to safely deliver this for the community and country. Every day I worry for the safety of my family and friends on this road. This is not a problem that can be fixed with median markers, barriers and slow vehicle passing lanes, this requires widening of the existing SH2 plus a new regional state highway now, not in 5-10 years time. I therefore request that the Regional Council increases the priority of the W2T Omokoroa to Te Puna to number 1 on its list of priorities, and retains this as a transformation project not just a safe corridor treatment.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL751
First name	Nicola
Last name	Littlejohn
Individual or organisation	Individual
Organisation name	
Address 1	329L Plummers Point Road
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I moved to Plummers Point Road 5 years ago and have enjoyed the Western Bay of Plenty lifestyle. I recall my first experience leaving this intersection from Plummers Point and turning right, at the time to drive back to Auckland where I was residing and it was a nerve wrecking experience. Stopping at the end of the road, with visibility to the right not clear due to a passing lane merging into one and then a dip where you cannot clearly see the oncoming traffic. To the left, only a 100m of clear vision as a bend prevents you seeing the oncoming traffic so you are guessing whether it's safe to proceed turning right onto SH2. Since living here I have witnessed many accidents and I hope this submission will assist in getting the funding necessary to prevent further fatalities, crashes and allowing a thriving community to drive on a highway without feeling anxious or dreading the journey to their destination. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Ōmokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Ōmokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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. I formally request to speak to my submission at the planned hearings. Signed, Nicola Jane Littlejohn

PLEASE NOTE THE STATISTICS APPENDIX:- APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731

Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

Please prioritise the road improvement so desperately required from Katikati to Bethlehem.

Document submission

Document submission name

Submission ID	TPOL752
First name	Peter
Last name	Charlton
Individual or organisation	Individual
Organisation name	
Address 1	27 Tui Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Executive Summary and Section 7 - Priorities Katikati Bypass (Katikati Urban) – Shown in the Draft Plan as lowest priority (No.15) The increasing volume of traffic, especially heavy trucks, through the town centre is ruining the town:

- Danger for residents and visitors
- Stifling local business because of congestion
- Vehicles cannot get out of side roads
- Health problems caused by atmospheric and noise pollution
- Extensive delays for transport operators on this route to the Port of Tauranga (preferred for trucks because it avoids the climb over the Kaimais)

The priority for this project must be substantially raised (at least in top 5) because:

- These problems have been identified for many years and have reached (and exceeded) a critical level where urgent action is needed
- The population and businesses affected by these problems continue to increase
- The requirement for a bypass has been known for more than twenty years but the project has been repeatedly deferred.

SH2 Katikati to Tauranga Safety Improvements (part of W2T) – Shown in the Draft Plan as Priority 6 This stretch of road is one of the most dangerous in the country (may be the most dangerous by now) and action to improve safety is very urgent. As a minimum the following are required now:

- Safety review of the intersections with all side roads and improvements made including adding turning lanes for vehicles leaving and joining SH2 and improving sight distance.
- At Omokoroa Road an intersection is required which is safe and adequate for the increasingly large volume of vehicles leaving and joining SH2 in both directions.
- The varying shoulder widths are a safety hazard which must be addressed – an adequate minimum shoulder width should be provided continuously including at bridges.
- Safety barriers (edge/median) should be provided at higher risk locations

This stretch of road is a vital link (there is no alternative route) for transport operators, residents and other road users; the human and financial cost of the accidents that are occurring with increasing frequency is enormous. The priority for this project must therefore be raised – it should be close to the top.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL753
First name	Peter
Last name	Pickering
Individual or organisation	Individual
Organisation name	
Address 1	1 Morton Rd
Address 2	RD4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want to make a submission on the proposed roading project to improve SH2 between Bethlehem and Katikati. In particular the decision to rank this work as 11th on the list of 15. I am a resident at Aongatete and use this road every day. The volumes of traffic using the road now mean you need to use every bit of skill and experience you have to get through the side road junctions safely. Some are really dangerous now. I often wonder how older drivers who's sensors aren't as sharp as they once were are managing. Or young drivers who don't have a lot of experience. This project needs to be moved from 11 to 1 on the list. People are being killed and injured regularly on this road and it's only going to get worse with the massive amount of residential development going on out here. It makes no sense that these desperately needed safely improvements are so far down the list and under new Tauriko intersection work and even a cyle way! Surely the human cost related to the crashes and the financial cost to all of us that the injuries represent should speak for itself. That's not to mention the time wasted waiting in traffic. Safely should be the primary consideration particularly given the growth in population along the road. This road is becoming more dangerous by the day. How many people are going to be killed and injured while convenience and recreation projects are take precedence! Make safety a primary consideration and move this project to number 1.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL754
First name	Dorothy
Last name	Hoggard
Individual or organisation	Individual
Organisation name	
Address 1	44 Levley Lane
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the proposed Katikati Bypass elevated from Priority 15 to a priority within the Top 5. I have lived in Katikati since 1957, and in that time have been aware of the steady increase in volume of traffic on the road between Katikati and Tauranga, and in particular the huge increase in the number of heavy trucks daily moving in both directions. It has always been a hazardous stretch of road, but with the unprecedented increase in traffic it is now a matter of urgency that a bypass be authorized to start immediately, to ease the congestion which can only get worse with the influx of people moving to the area from larger cities. The road in itself is not dangerous if driven to the conditions, but human nature being as it is, people become impatient, drive too fast, take silly risks and endanger others, with disastrous results. Then it becomes a dangerous road to be on. Too many lives have been lost, too many injured and lives ruined, for too long. When will the Powers that Be listen, recognize the urgency of the situation and DO something?

Other comments:

Suggest a rail car for commuters between Tauranga and Omokoroa could ease the early and late congestion on the road

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL757"/>
First name	<input type="text" value="Tracy"/>
Last name	<input type="text" value="Preston-Lett"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="93b DillonStreet"/>
Address 2	<input type="text" value="Waihi Beach"/>
City/Town	<input type="text" value="Waihi Beach"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Priority of SH2 need to change for safety reasons. It is not fit for purpose already and with future growth expectations will just further come under pressure - and be deathly.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL758
First name	Alan
Last name	Partington
Individual or organisation	Individual
Organisation name	
Address 1	65 Highfields Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The proposal for a bypass around Katikati has been considered for over thirty years, and the traffic situation has got progressively worse each year. Apart from increasing numbers of heavy trucks passing through town, traffic is frequently down to a crawl in each direction for several kilometres. Furthermore it has become increasingly difficult and dangerous for local traffic to access SH2 from side roads at all points between Katikati and Tauranga . Surely this section of SH2 warrants immediate consideration for development, as accidents are almost a daily occurrence!

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL759"/>
First name	<input type="text" value="John"/>
Last name	<input type="text" value="Hickey"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="82/181 Park Road"/>
Address 2	<input type="text" value="Katikati"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the katikati bypass elevated from priority 15 to a priority in the top 5 so katikati can reclaim it's main street from large trucks and the huge number of cars passing through and make crossing the road safer.

Other comments:

Document submission

Document submission name

Submission ID	TPOL760
First name	Vera
Last name	Rochester
Individual or organisation	Individual
Organisation name	
Address 1	17 Grosvenor Place
Address 2	
City/Town	Katkati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The road conditions in this region are horrendous. I have been here almost 7 years and cannot believe the road conditions in this part of the world. The State Highway 2 is in a dreadful condition . Tipping tar on a road and throwing on some metal is not road maintenance. There is no deep base to take the strain of the massive amount of heavy vehicles which use this road day and night. The speed limit is much too high , pot holes and loose metal cause many accidents where breaking is the cause of deaths on this road. A plan to bring the area into the 21st century is required , 4 lane roads and roundabouts would make travel safer. Attention must focus on the huge developments are taking place, most homes have two cars now and access to the main highway must be addressed for safety purposes. Anyone watching the Omokoroa junction with SH2 will recognise an accident about to happen.How many fatalities equals a new junction here? Did anyone even mention traffic lights here? Putting a few extra cones on this junction will not help. Take a look at the useless "motorway" plan around Auckland. Whoever designed this did not look far enough forward. I could walk faster to work there. The cycle lanes here were the best idea yet. Please consider the needs of the voters to see a decent plan and move it on this year not ten years from now. We have waited long enough in this area already. I say "we" as I am a permanent resident who would love to see some action before I am gone to my grave. Vera Rochester

Other comments:

It's wake up time	
Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL762"/>
First name	<input type="text" value="Debbie"/>
Last name	<input type="text" value="Baillie"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="249 Walker Road East"/>
Address 2	<input type="text" value="Aongatete"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want to see the Katikati bypass elevated from 15th priority to the top 5 for the area. Katikati has a strong community & retail sector which is centred along our main street which is SH2. It is virtually impossible for a pedestrian to safely cross SH2 in town without using our one pedestrian crossing, you can easily wait 5 minutes for the traffic to be clear to be able to cross anywhere else. We have a community that embrace elderly & young & this situation is both unworkable, unpleasant & unsafe. The constant high volume of cars & heavy vehicles generates noise, fumes & dust unrelentingly; making our main street often not a place that is enjoyable to gather, shop or dine. This has negative impact on our local business community as it is not a conducive to local shopping or to those travelling through our town seeing it as a desirable place to stop awhile.

Other comments:

Let our Katikati become a safe & peaceful community instead of being dominated by a constant dirty, noisy traffic jam.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL763
First name	Pat
Last name	Jones
Individual or organisation	Individual
Organisation name	
Address 1	7 Asher Road R.D.5
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3175

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

My concern is the Regional Council charge for public transport. We live in Tauranga City but the nearest bus stop is 2 kms away on a narrow,hilly,winding road that make it impossible for my wife or myself,both around the 80 year old mark,to make use of the bus. We do not have town supply water or sewerage and City Council does not charge,why should we contribute to a bus service we find impossible to use. To those who say bus services reduce traffic check on the km long traffic jams out this way during peak hours. Our grandchildren's school bus now comes before 8.00am in an effort to get to their College in time. I appreciate the difficulties faced because of the layout of Tauranga City but as pensioners who have lived in the same address for just a few months short of 50 years I feel this bus charge is very unreasonable. Thank you,Pat Jones.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL764
First name	Janice
Last name	Hickey
Individual or organisation	Individual
Organisation name	
Address 1	82/181 park rd
Address 2	Katikati
City/Town	Tauranga
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati Bypass elevated from priority 15 to a priority in the top 5 at least. Our small town is being destroyed by the volume of traffic which flows through constantly .

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL765
First name	Marjorie
Last name	Partington
Individual or organisation	Individual
Organisation name	
Address 1	65 highfields drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have lived in this area for the past ten years and have seen a significant increase in the traffic on our roads. At times it is extremely difficult to turn out of Highfields Drive and during the Summer months it is completely snarled up with extra holiday traffic. My Grandson was approaching our turn off coming from Waihi one day , he signalled to turn right,took his correct position in the middle of the road and a truck ploughed into the back of him.Fortunately he did not suffer any major harm but his car was damaged and he was shaken. This is just one incident in a chapter of accidents. Many of the side roads do not have a marked turning space, and there is just too much traffic, particularly huge logging trucks, through the town.A bypass is urgently needed and I cannot believe that this project has been relegated to 15 on the priority list for roading projects. The road from Waihi to Tauranga is now known as the death highway and has become notorious for its appalling accidents. The Bay of Plenty council love having all the new housing in the Katikati area but the infrastructure is not there to support all the extra cars and all the roads are sinking under increased pressure. Action is needed NOW to save our community. The bypass will help but better road systems need to go alongside it to make living here safer.

Other comments:

NO COMMENT	
Document submission	
Document submisison name	

Submission ID	TPOL766
First name	Jan
Last name	de Faye
Individual or organisation	Individual
Organisation name	
Address 1	100 Lund Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass needs to be made a high priority. The road between Katikati and Tauranga is now one of the most dangerous roads in NZ. In this last week ending 16/3/18 there has been a number of accidents on the road. The Katikati township is suffering as it is too dangerous to park on the main road to shop local. The number of logging and transport trucks going through the center is dangerous. There has been a number of new housing developments being built so children as young as 5 years have to cross the main road to get to school. There is only one zebra crossing across the main road so it is just a matter of time before someone is seriously hurt. It is not practical to have another set of lights as already the flow of traffic through the township and peak times is extremely slow as the lights turn red to allow pedestrians to cross. This is especially so over the Christmas period. The commercial centre of Katikati has business vehicles (trucks) needing to cross into the busy main road so often pull out making other vehicles stop to allow them in. This can be very dangerous with the amount of vehicles on the road. As part of the bypass the main road, Tetley road, Rae road junction can be made safer, far too many accidents at this cross road intersection. Please listen and make Katikati a safe place to live again move the bypass into the top 5 in priority!

Other comments:

Please listen to the Katikati residents and make our community a safe place to bring up families

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL767"/>
First name	<input type="text" value="Jeff"/>
Last name	<input type="text" value="Litchfield"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="16 Donegal Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please, PLEASE, bring forward the Katikati bypass from virtually the bottom of the roading queue to close to the top, in fact the top of the queue. The congestion and the amount of vehicles passing through Katikati is getting worse by the day which has impacts on all sorts of other things. Like the pollution from stinking exhausts, the ever increasing wait for the lights to change so that pedestrians can cross, the number of 'near misses' I've personally seen due to people risking it because the wait to cross is so long, and the difficulty of backing out of the angle parks because there often isn't a gap in the traffic. Then there's the difficulty of turning right from the side streets (and even turning left) which is even worse at peak times. YES, a bypass is needed NOW, before traffic becomes grid locked and Katikati ceases to be the lovely little town it used to be. So, please elevate the priority of this bypass to close to the top of the list, if not THE TOP OF THE LIST. Thank you.

Other comments:

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL768"/>
First name	<input type="text" value="Zenda"/>
Last name	<input type="text" value="Litchfield"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="16 Donegal Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

May I urge you to kindly bring forward the Katikati bypass from virtually the bottom of the roading queue to close to the top, in fact the top of the queue. The congestion is now shocking and the amount of vehicles passing through Katikati is getting worse by the day which has impacts on all sorts of other things. The pollution from truck belching exhaust fumes stinks , the long, long wait for the lights to change so that pedestrians can cross, the number of people I've personally seen running across the road in the face of the red traffic lights - and screeching brakes to avoid a horrible accident - because the wait to cross is so long, and the difficulty of backing out of the angle parks because there often is just bumper to bumper traffic Then there's the difficulty of turning right from the side streets (and even turning left) which is becoming increasingly frustrating and the ever present danger of an accident due to someone 'chancing it'. YES, a bypass is needed NOW, before traffic becomes grid locked and Katikati becomes a town and route to be avoided. So, please, PLEASE make the priority of this bypass to close to the top of the list, if not THE TOP OF THE LIST. Thank you.

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL769"/>
First name	<input type="text" value="Sean"/>
Last name	<input type="text" value="Carnachan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="25 Lancaster Rd RD4"/>
Address 2	<input type="text" value="Aongatete"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We have had approval several times with still know action. The conversations have been around for decades with no results. The traffic problems have increased 10 fold over tis period with a massive increase in trucks due to the largest Port in Tauranga. We need immediate action not just talk!

Other comments:

Document submission

Document submision name

Submission ID	<input type="text" value="TPOL770"/>
First name	<input type="text" value="Allan"/>
Last name	<input type="text" value="Perry"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="103A Hot Springs Road"/>
Address 2	<input type="text" value="R.D.2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass elevated from 15 to the top 5 of the Draft Regional Land Transport Plan 2018. I drive a school bus and the most dangerous times are entering and exiting SH2. As well as all the SH2 intersections the traffic banks up 4 to 5 kms delaying me from getting the students home at the regular time. The large amount of heavy truck and trailers traveling through the main street of Katikati is the main cause of this problem.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL771"/>
First name	<input type="text" value="brian"/>
Last name	<input type="text" value="morpeth"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="unit 69"/>
Address 2	<input type="text" value="181 park road"/>
City/Town	<input type="text" value="katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

the Katikati bypass is well overdue and should be a top priority. I want to see the bypass elevated from priority 15 to a priority in the top 5. We are amongst the high number of retirees coming to live in Katikati and find the heavy and increasing traffic through the main street is very difficult to deal with. Crossing the road away from the (one) traffic light is almost impossible and backing a car out from the angle parking is a huge problem. The heavy commercial vehicles in particular are a problem in a shopping precinct. We understand the bypass has been in the pipeline for far too long and should be put into the URGENT basket.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL772"/>
First name	<input type="text" value="Daniel"/>
Last name	<input type="text" value="Epple"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="410C Busby Road"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We want the Bypass elevated from priority 15 in the top 5. The whole traffic has to go through town on a normal wide road. One traffic light is the only safe crossing for pedestrians - on the other hand it creates traffic jam. The traffic volume has increased dramatically in the last 3 years.

Other comments:

Document submission

Document submission name

Submission ID	TPOL774
First name	Karin
Last name	Epple
Individual or organisation	Individual
Organisation name	
Address 1	410C Busby Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We want the Bypass for Katikati elevated from priority 15 in the top 5. It needs the Bypass. We have daily traffic jams and the volume of traffic has increased the last years dramatically.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL777
First name	Tony
Last name	Braybrook
Individual or organisation	Individual
Organisation name	
Address 1	104b Odey road
Address 2	R D 7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I do realise BOP Regional council does have budget constraints, and must prioritise spending, however I strongly disagree that the improvements to the Te Puna to Omokoroa section of the highway should be any less of a priority than any cycleway. There are more and more serious crashes on this section of highway, and further north almost every week. I believe that even if there isn't funding available to complete the 4 laning project as previously proposed, the council must choose to either upgrade the Omokoroa/State highway intersection straight away or immediately stop all further housing development in Omokoroa. If the development continues as it is, the increased traffic will only increase queues and frustration, in turn leading to drivers taking increased risks on a piece of highway which already has a terrible record. I do not believe we should be waiting for any more people to die on here before development starts. Priority list of projects seems odd.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL778
First name	Ronald
Last name	Henderson
Individual or organisation	Individual
Organisation name	
Address 1	207/181 Park Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am 90 years old and use a mobility scooter. Lately it has become almost impossible to cross the main road in the town. There is one traffic light controlled crossing but all the other crossing points are dangerous. The large trucks and endless cars never seem to let up, the gap are too small to allow me to get to the safety island in the middle of the road. I want the Bypass elevated to among the top priority Rooding projects.

Other comments:

NO COMMENT

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL779"/>
First name	<input type="text" value="Maureen"/>
Last name	<input type="text" value="Goodger"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="422a Seaforth Road"/>
Address 2	<input type="text" value="RD1"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass today and we need to reflect this in the Regional Project List. I want to see the Katikati bypass in the Top 5 priority projects list for Bay of Plenty. 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.

Other comments:

Document submission

Document submission name

Submission ID	TPOL780
First name	Sandra
Last name	Haigh
Individual or organisation	Individual
Organisation name	
Address 1	5 Heron Crescent
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would love to speak to my submission, but as an employee of Western Bay of Plenty District Council, I think that I may well be going against policy to do so, even though I am submitting as a resident of Katikati. Be that as it may, I feel so strongly about the ongoing, and indeed worsening issues along the Waihi to Tauranga SH2 corridor that I feel compelled to say something. The willful blindness to these issues that has been demonstrated by both BOPRC and NZTA is becoming unbearably frustrating. These two government agencies' determination to concentrate on SH1 as the main route south out of Auckland has meant that the traffic woes along this part of SH2 appear to have dropped in priority. Considering the rapid growth that is forecast and the number of new building consents that are being issued, coupled with the horrific statistics on road deaths and injuries along this stretch of SH2, it's horrifying to see that this road is getting nothing more than lip service, even now. Katikati needs a bypass - not safety upgrades. This portion of the road needs widening and substantial upgrading now, not in a few years time. What on earth are you waiting for?? More deaths? Even heavier traffic?? More commuters jostling with tractors and fruit trucks on what is essentially a rural road that was given the name State Highway? Why are you hesitating? What is your agenda? What on God's green earth are you waiting for?

Other comments:

No. Just fix it.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL781"/>
First name	<input type="text" value="Travis"/>
Last name	<input type="text" value="Johnston"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8 Aongatete Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati RD4"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the the katikati bypass elevated to the top 5 priority roading projects. The delays in getting through Katikati are unacceptable .As we run a business that needs to frequently pass through Katikati the delays on public holidays are beyond a joke.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL782
First name	Jacqui
Last name	Spragg
Individual or organisation	Individual
Organisation name	
Address 1	2 Cotter Way
Address 2	Tauriko
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, (Your name here.)”
PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway “traffic volume data collection system” from 1975 to 2016. Traffic count at “Station 5, Te Puna” and traffic count at “Station 5B, N of City Boundary”. 1975: 3410 5470 1984: 6040 9850 Traffic count at “T65, West of Snodgrass” and traffic count at “East of Moffatt Road”. 1996: 10780 15100 Traffic count at “T65, West of Snodgrass” and traffic count at “North of Wairoa Road”. 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as “Station 5, Te Puna, 143km from Pōkeno” and “Station 5B, North of Tauranga City boundary, 148km from Pōkeno”. In 1996, the second location, 148km from Pōkeno, was described by Transit as “Tauranga; East of Moffatt Road”. The above figures quoted from 2005 onwards are from “T65; Telemetry site 65 West of Snodgrass” and “480 metres north of Wairoa Road” as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having “Heavy traffic 10.1% of the time over a 28-day monitoring period,” which is compelling evidence of consistently high peak-hour flows.

Other comments:

Get SH2 sorted before many more lives are lost!!

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL783"/>
First name	<input type="text" value="Francis Rex"/>
Last name	<input type="text" value="Bowick"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="67/181 Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="KATIKATI"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It is long past time that we started to consider the Katikati bypass a priority rather than continually relegating it to the back-burner. This project has been on the council's agenda for far too long. How much longer should we have to put up the diesel fumes through the center of town - the hassle of trying to enter from any side road. I take issue with the amount of money that has been spent on the road between Tauranga & Katikati over the last few years. e.g. titivating the edges with miles of concrete edging - many miles of "armco barrier" along perfectly straight sections of highway - and probably the worst example was the cost of refurbishing a section of highway comprising an existing passing lane. There appears reason other than installing a barrier between opposing traffic. After 3 days use we have contractors back to repair the pot-holes. Next, at the Katikati end of this section a section of a bank is carved off for absolutely no apparent reason.

Other comments:

Bring the project forward	<input type="text"/>
Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL784
First name	Jon
Last name	Spragg
Individual or organisation	Individual
Organisation name	
Address 1	2 Cotter Way
Address 2	Tauriko
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, (Your name here.)”
PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway “traffic volume data collection system” from 1975 to 2016. Traffic count at “Station 5, Te Puna” and traffic count at “Station 5B, N of City Boundary”. 1975: 3410 5470 1984: 6040 9850 Traffic count at “T65, West of Snodgrass” and traffic count at “East of Moffatt Road”. 1996: 10780 15100 Traffic count at “T65, West of Snodgrass” and traffic count at “North of Wairoa Road”. 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as “Station 5, Te Puna, 143km from Pōkeno” and “Station 5B, North of Tauranga City boundary, 148km from Pōkeno”. In 1996, the second location, 148km from Pōkeno, was described by Transit as “Tauranga; East of Moffatt Road”. The above figures quoted from 2005 onwards are from “T65; Telemetry site 65 West of Snodgrass” and “480 metres north of Wairoa Road” as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having “Heavy traffic 10.1% of the time over a 28-day monitoring period,” which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL785"/>
First name	<input type="text" value="John"/>
Last name	<input type="text" value="Beveridge"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="lot 12 329 Plummers Point Rd RD2"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

It is imperative the state highway 2 four lanening is started this year and is put top of your priorities. Cycleways should be bottom of the list and only if there is any money left after all other projects .

Other comments:

Get your priorities right

Document submission

Document submisison name

Submission ID	TPOL788
First name	Anne
Last name	McCullough
Individual or organisation	Individual
Organisation name	
Address 1	28 Francis Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need a bypass to alleviate the congestion, noise, fumes etc from sheer amount of traffic passing through Katikati.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL789"/>
First name	<input type="text" value="Bruce"/>
Last name	<input type="text" value="Jonson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="113 Beach Road"/>
Address 2	<input type="text" value="RD 2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My submission is that I strongly believe that the Katikati Bypass needs FAR HIGHER priority than the current position of 15 in the Draft Regional Land Transport Plan. The Katikati community has been ignored for far too long. WE NEED the Bypass so we can reclaim our town centre as well as allow travelers heading to and from Tauranga to be able to get to their destination faster and safer. Bruce Jonson 113 Beach Road RD 2 Katikati

Other comments:

Document submission

Document submission name

Submission ID	TPOL792
First name	Joanne
Last name	Love
Individual or organisation	Individual
Organisation name	
Address 1	173 Tetley Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

we wish the bypass for Katikati elevated to top priority as the current situation with the road is unsafe and causing congestion

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL793
First name	Helen
Last name	Love
Individual or organisation	Individual
Organisation name	
Address 1	173 Tetley Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the katikati bypass elevated from apriority in the top 15 to the top5. It needs to be done with urgency as I am older and find the town really dangerous with trucks etc coming through

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL794
First name	Ben
Last name	Love
Individual or organisation	Individual
Organisation name	
Address 1	173 Tetley Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the katikati bypass elevated from a priority in the top 15 to the top 5. It needs to be done with urgency as I am sick of accidents on this road caused by congestion of trucks coming through the town

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL795
First name	Rob
Last name	armstrong
Individual or organisation	Individual
Organisation name	
Address 1	173 Tetley Road
Address 2	Katikati
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the katikati bypass elevated from a priority in the top 15 to the top 5. I believe it would benefit the region as a whole from a business point of view. There are too many hold ups in town with congested traffic trying to leave and lorries coming through town having to stop every few minutes to let people cross. Its a nightmare. I lived in south Auckland and had to travel to manukau every day in rush hour and it was not as bad as this is here. Its a disgrace.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL796
First name	william
Last name	love
Individual or organisation	Individual
Organisation name	
Address 1	173 Tetley Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the katikati bypass elevated from a priority in the top 15 to the top 5. It needs to be done with urgency as I am sick of accidents on this road caused by congestion of trucks coming through the town. I am an elderly driver and find it extremely hazardous. I have all but stopped driving into Katikati because of it.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL798"/>
First name	<input type="text" value="Kerry"/>
Last name	<input type="text" value="Bolton"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="413a"/>
Address 2	<input type="text" value="Busby Road"/>
City/Town	<input type="text" value="Tahawai"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the priority raised for the Katikati Bypass to a higher level - of at least 5, rather than its low currently of 15! Both my partner and myself feel its an absolute necessity for traffic flow and believe it would have a positive effect on the growth and appeal of the Katikati township.

Other comments:

Also for the WBOP to get its act together and have propr recycling facilities and a tip for other refuse.

Document submission

Document submisison name

Submission ID	TPOL799
First name	Murray
Last name	Rutherford
Individual or organisation	Individual
Organisation name	
Address 1	49 Highfields Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I'm appalled at the priority the Katikati bypass has been given on the activities list. Number 15, NZTA must be joking with a cycle way given a number 4 slot . Where are these people coming from. Make the Bypass number 4 at least and the cycle way number 15. I, like many in Katikati have had enough of the lack of a bypass to divert the ever increasing traffic from the town, the traffic is so heavy, that trying to get out of my street, Highfields Drive onto State highway 2 is extremely difficult and dangerous. We have personally made the decision to move from Katikati and the Western Bay of Plenty, we have had enough.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL800
First name	Stuart
Last name	Fieldes
Individual or organisation	Individual
Organisation name	
Address 1	11 Grosvenor Place
Address 2	Katikati
City/Town	Tauranga
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Chapter 7. Section 7.5 refers. The Katikati Bypass is too low on the project priority list at number 15. This project must be moved well up the priority order to number 5 as the traffic volumes are increasing and the traffic congestion is at the point that it is very dangerous for pedestrians, elderly in mobility scooters and drivers. I therefore object to the current priority order. A project that does not appear on the list is a vehicle tunnel adjacent to the existing rail through the Kiamai Range with appropriate links to the north and south on the Ngatia Plains side. This project may be years away from being required but it needs to be identified now and included. Regards Stuart Fieldes

Other comments:

A vehicle tunnel adjacent to the rail tunnel should be included in the project list.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL801"/>
First name	<input type="text" value="mark"/>
Last name	<input type="text" value="bradley"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="104 turntable hill rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="rd4 katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

we travel this road a few times a day. in the last 8 years since we have moved to the area the traffic on this road has increased tenfold. and it is going to get busier with all of the developments etc in the area. The main street is very congested and with the angle parking it is extremely difficult to exit parking safely One pedestrian crossing ? we believe the bypass should be elevated to the top 5 priority not priority 15

Other comments:

Document submission

Document submission name

Submission ID	TPOL803
First name	Katrina
Last name	Allen
Individual or organisation	Individual
Organisation name	
Address 1	154 Munro rd
Address 2	Rd7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Where is the 4 laning of SH2 Katikati to Tauranga? Has there not been enough deaths there yet to meet your "safety" criteria? Why is freight to Tauriko more important than lives of all of us who live on the SH2 corridor? Use the rail for freight. How did you calculate lives? In terms of safety I risk my life every work day (ironically trying to save lives as a doctor) having to turn right onto SH2 from quarry road. It's a death trap. No mention of any improvements here. A blind corner with a proceeding passing lane. 90kph traffic both ways. Horrific. Many similar horrors on SH2, as seen by the horrific death toll. It seems frankly negligent it has been ignored for so long, jaw_ dropping this is not the number 1 priority on this list. According to the Global road safety partnership (Howard et al 2008) due to side intersections, like quarry road, SH2 should have a speed limit of 50kmh. I assume this would then meet your " efficiency " criteria if this was enacted. For goodness sake stop the carnage and get the road fixed. No, a few rubber things sticking up in the middle of the road won't fix it. I believe that is the current "Safety improvement" slated for quarry road SH2 Intersection. A sick joke. SH2 between katikati and tauranga is a shameful, tragic national disgrace, showing the folly of 20 years of neglect and inaction. I believe you have a duty of care to your rate payers, legally and morally. Time you showed it.

Other comments:

Duty of care. Negligence. Do not take roading decisions lightly. Safety first. Lives matter. Too many have been lost already on SH2

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL804"/>
First name	<input type="text" value="Tina"/>
Last name	<input type="text" value="Bowater"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="325d Esdaile rd RD 8"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Concerned as a regular user of SH 2 between Katikati and Tauranga - how dangerous it is, regular accidents both injuries and fatalities . The health and safety of our family 2 x daily whereby is literally 50/50 whether you make it home or not is frightening and unacceptable !

Other comments:

Fix our road and make it safe PLEASE !!!

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL806
First name	Jan
Last name	Wagtendonk
Individual or organisation	Individual
Organisation name	
Address 1	Thompsons Track
Address 2	R D 2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

WE NEED the Katikati bypass to go ahead and have priority. It needs to be in the top 5 priority projects for the Bay of Plenty. The town is quite dangerous with the amount of traffic that goes through the main street every day, especially the heavy traffic. Something HAS to be done soon. Thank you

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL807
First name	Jean
Last name	Furness
Individual or organisation	Individual
Organisation name	
Address 1	113 Margaret Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a long term resident of the area between Katikati and Tauranga (25 years) I have become increasingly frustrated with the lack of positive action to make real improvements to the safety, congestion and journey delay issues on SH2. To see the needed projects (including 4 landing between Bethlehem and Omokoroa , a bypass at Katikati and the new motorway from Te Puna) once again put into the 10 year plan is incredibly short sighted. We already suffer a huge cost in economic terms from the long delays in fixing this road. Most of the planning for the above mentioned projects has been done, in many cases the land has been purchased and much progress made on the consent and engineering requirements. These projects have already had huge investment made into them and are now all extremely urgent (keeping in mind the long time required to build this kind of infrastructure). As locals we endure daily issues and economic costs associated with : Road accidents totally closing the road on an almost daily basis: there are very few available side roads for detours. Having to allow up to an extra hour to get into or out of town at peak hours. This is a 15 minute journey. Our children are frequently late for school although they are catching the bus before 8 am . The toll on the local volunteer fire brigade and Police and ambulance crews who are dealing with horrific and avoidable accidents on a daily basis. The economic cost of the extra time to transact any business via this route. The personal cost to the families who loose loved ones and have to deal with life changing injuries and the associated costs to the health system ACC etc. These necessary road improvements have been endlessly discussed and planned for for the last 30 years and all of the safety and congestion issues just continue to amplify. There is no more time to delay. You must start building now. I understand from your current priority plan that this road is now on your 10 year plan before improvements will even be commenced. I submit that unless urgent action is taken to begin these projects (The Northen link bypass, the Katikati bypass and the 4 landing and grade interchange to Omokoroa) that by 2028 that this road (particularly from Omokoroa to Bethlehem) will be near gridlock for hours each day at an extraordinary economic and social cost. At that point it will not be good enough to make excuses. The community will not accept any more excuses.

Other comments:

Please listen to the people who risk their lives every day and carry the cost or this inadequate infrastructure.

Document submission

Document submisison name

Submission ID	TPOL808
First name	John
Last name	BUXTON
Individual or organisation	Individual
Organisation name	
Address 1	4a Carisbrook Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass needs to be placed in the top 5 plans of concern. As the constant and growing flow of dangerous Heavy Trucks is harming the local economy and putting the aging population at risk

Other comments:

The Katikati Bypass needs to be placed in the top 5 plans of concern. As the constant and growing flow of dangerous Heavy Trucks is harming the local economy and putting the aging population at risk

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL809"/>
First name	<input type="text" value="Katherine"/>
Last name	<input type="text" value="Hansen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="120D Munro Road"/>
Address 2	<input type="text" value="RD7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Section 7.4 I would like to see the Omokoroa to Te Puna improvements given higher priority due to the safety issues on this road. More and more accidents are occurring on this stretch, as the road is inadequate to cope with the traffic load. Also the high number of feeder roads and driveways combined with the high volume of traffic, make it dangerous to get onto SH2. With the increasing number of people living out this way, the new Omokoroa subdivisions and the dividing up of lifestyle blocks, the road will only get busier. This will make it both more unsafe and harder to do road improvements with the increasing volume of traffic.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL810"/>
First name	<input type="text" value="Bruce"/>
Last name	<input type="text" value="Daly"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="17 Kanuka Pl"/>
Address 2	<input type="text" value="Pye's Pa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL813"/>
First name	<input type="text" value="Paul"/>
Last name	<input type="text" value="Davison"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8 Francis Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am confused as to why three Waihi to Tauranga W2T improvement activities are listed in the top 15 priorities, yet on page 12 the same three activities are listed as committed activities that "do not need to be prioritised". Are these activities committed within the indicative timing or not? I believe the W2T activities should be higher up the priority list. In particular, the Omokoroa to Te Puna upgrade is desperately needed for both safety and economic efficiency reasons. Having lived in Tauranga and Katikati most of my life, I have seen first hand the huge increase in traffic volumes in the Northern corridor in the past few years, including freight movements. I feel that the main barrier to the clearly needed upgrade the W2T corridor (other than the difficult terrain) is the following: "The SH1/29-ECMT corridor is identified as the strategic, long-term, transport corridor connecting Auckland... with the Bay of Plenty". How long are the NZTA going to continue pushing this WESTERN route as the primary connection to Auckland at the expense of SH2 upgrades? I have heard many trucking business operators discuss how they will not use SH29 because of the fuel cost to get over the Kaimais. SH2 upgrades need to be considered with equal importance to the preferred SH29 route. If the belief is that a completed Waikato expressway will change this, that is wishful thinking. Meanwhile, the SH2 route is falling well behind where it should be.

Other comments:

Document submission

Document submission name

Submission ID	TPOL814
First name	Laurence
Last name	Best
Individual or organisation	Individual
Organisation name	
Address 1	9 Harbourview rd
Address 2	Rd3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

In my opinion the katikati bypass must elevated from priority 15 to a priority in the top 5 . The bypass is urgently required as part of theSH 2 upgrades to : 1 eleviate chronic traffic conjection 2 provide sorely needed passing lanes in both directions in that section of SH2

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL817"/>
First name	<input type="text" value="Mary"/>
Last name	<input type="text" value="Best"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="9 Harbourview rd"/>
Address 2	<input type="text" value="Rd3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

In my opinion the order of priority (sect7.4 chapt 7) of the Katikati bypass must be elevated from 15 to the top 5 . The bypass is urgently required to provide a safer SH 2 in that area by: 1 providing a desperately required passing lane in both directions 2 alleviating chronic traffic congestion

Other comments:

The current order of priority proposed by an obviously in house polically captured council is frankly ridiculous.

Document submission

Document submision name

Submission ID	TPOL819
First name	Gary
Last name	Barlass
Individual or organisation	Individual
Organisation name	
Address 1	38 Levley
Address 2	Lane
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the katikati bypass elevated from priority 15 to priority in the top 5 it's so dangerous and busy I'm thinking of selling and getting away from this town and it's got the highest rates in the country.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL820
First name	Pippa
Last name	Bradford
Individual or organisation	Individual
Organisation name	
Address 1	412B old highway
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Volume of traffic along SH2 isn't suitable for two lanes of traffic where's our road like papamoa motorway. I did geography in high school for one semester did city planning and could plan better than what's been presented no more houses along the road until the road can handle that amount of traffic. Not an unsafe road just unsafe in terms of volume of traffic

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL821
First name	Carol
Last name	Sowden
Individual or organisation	Individual
Organisation name	
Address 1	8
Address 2	Twickenham Close
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. The Highfields Community that I reside in can only exit one way, and this involves sitting at the Stop sign at the bottom of Highfields Drive, hoping that a South bound driver will be gracious enough to allow my vehicle onto Waterford Road. Currently, this can take considerable time, and once the Highfield Crossing Subdivision is fully occupied, the problem will compound significantly. There is the potential for serious injury, and/or death. The Township of Katikati is congested with traffic, and there is the potential for harm/injury there too. I respectfully suggest that someone from the Transport Policy Team sit outside Robert Harris Coffee Shop to observe the mayhem that is the traffic situation in Katikati.

Other comments:

Covered previous page.	
Document submission	
Document submission name	

Submission ID	TPOL822
First name	Mark
Last name	Simpson
Individual or organisation	Individual
Organisation name	
Address 1	149 Munro Road
Address 2	RD7 Te Puna
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

NO COMMENT

Other comments:

The newly proposed road between Tauranga and Kati Kati needs urgent attention. The designated decision makers and authorities and the contractors who are supposedly responsible for the maintaining the current road is not satisfactory. This is evident with the regions growth and collapse of the road's infrastructure and the current increase in the number of vehicle accidents and serious injury and deaths. The only solution to the road issues between Tauranga and Kati Kati is to build the new expressway and the other upgrades which has been proposed for many years - regardless of whoever is in government, or the appointees, or the cost.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL823"/>
First name	<input type="text" value="Linda"/>
Last name	<input type="text" value="Davidson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="72 Busby Road"/>
Address 2	<input type="text" value="RD 3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass now. Traffic continues to increase through our town and makes it s difficult and dangerous town to negotiate. At times I feel a prisoner in my own home unable to enter into the traffic to go to Katikati because of the back up of traffic. The main highway splits our town into two and with the continual traffic through, which will only increase each year, life becomes more and more difficult. We need a bypass in the Top 5 priority projects for the Bay of Plenty. We also need the road from Tauranga to Katikati improved. Too many people are dying and being injured. This is such a dangerous piece of road and statistics will only climb with the increased traffic.

Document submission

Document submisison name

Submission ID	TPOL825
First name	Gerald
Last name	Basinger
Individual or organisation	Individual
Organisation name	
Address 1	6 Uretara Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The problem is very obvious if you look at the percent increase in vehicular traffic and particularly the heavy trucks and vehicles using SH 2 from Tauranga to Wahi. The number of accidents and particularly major serious injuries and deaths is appalling. It is a disgrace to neglect the safety of all users and specifically the residents in this area. Appropriate and prompt improvement is required NOW. How can you even consider putting the improvement at the bottom of the "to do list". The benefit would be immediate and ongoing. The immediate improved safety of the public should be way ahead of funding studies for just about anything else, including increased funding for the "elected officials" of NZ, funding of offshore entities. It is my opinion that you need to rethink your priorities. The immediate improved safety of your citizens and all users of this segment of highway is mandatory.

Other comments:

BE RESPONSIBLE AND SENSIBLE

Document submission

Document submission name

Submission ID	TPOL827
First name	Kim
Last name	McCormack
Individual or organisation	Individual
Organisation name	
Address 1	237 Wright Road, RD 4
Address 2	RD4, Aongatete
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. Signed, Kim McCormack

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL828"/>
First name	<input type="text" value="Megan"/>
Last name	<input type="text" value="Kelliher"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="97A Wairoa Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3171"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Very disappointed at the de prioritising of the improvements to SH2 and binning of the new link Road. sh2 between katikati and Tauranga is historically a dangerous road but with increased traffic congestion has become a potential death trap. Some thing need to be done !!!

Other comments:

Document submission

Document submisison name

Submission ID	TPOL830
First name	Ashley
Last name	Bertelsen
Individual or organisation	Individual
Organisation name	
Address 1	27 Whakamarama Road
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Our main road is SH2 and in 4 years (2012-2016) there have been: 18 deaths, 35 serious, 95 minor injuries on SH2 from Katikati to Tauranga. There have been many more since then, just on Friday 16 March 4 accidents! One ending with 4 people being hospitalized. 2 weeks prior, Omokoroa intersection, accident 3 people hospitalized 1 week before that SH2 between Munro Rd & Snodgrass accident, 2 seriously injured, the list goes on, 2 deaths at Quarry Road intersevmction in January.... The volume of traffic has significantly increased: Daily Traffic volume in - 1975 3410 vehicles per day, - 1994 8650 vehicles per day, - 2016 25800 vehicles per day on average. Accidents happen for many reasons and quite often it is driver error but these volumes speak for themselves. A 4 lane highway with on and off ramps, a straighter road with a central barrier would dramatically decrease these accidents! SH2 has the reputation as being the most dangerous road in NZ..... it has been given a grade 2 status because of the high volume of deaths. A grade 2 road should have a speed limit of 60, not 100 or 90!!!! Local council have responded by DECREASING the priority of this road to number 11 on the list..... a delay of 10 years before the roadworks would start! Do you know a cycle way is higher up the list? If this was a work site then work safe would shut the whole road down! My family uses this road every day! Each time the emergency siren goes, I wonder which person in our community it was this time! Please take this seriously! It is a very serious issue!!! Not only does it ruin lives, it costs a lot of money for police, ambulance, fire, helicopter, hospital services, rehabilitation. Lost revenue for those stuck in the massive traffic delays.COMMENT 2Prioritise SH2 Bethlehem to KatiKati to number 1 on the list. Something should have been done years ago before the traffic volumes exploded and these dangerous roads that have claimed the life of many are now over loaded to the MAX and still more housing developments are happening .The road quality of SH2 is one of the worst in the country it is not getting sorted fast enough. Make this road safer for us all that have to use it. Our main road is SH2 and in 4 years (2012-2016) there have been: 18 deaths, 35 serious, 95 minor injuries on SH2 from Katikati to Tauranga. (And this is only to 2016, there have been many more deaths & serious injuries due to crashes on this road, in the last 4 weeks there have been 3 serious crashes and 6 minor crashes alone!) The volume of traffic has significantly increased: Daily Traffic volume in - 1975 3410 vehicles per day, - 1994 8650 vehicles per day, - 2016 25800 vehicles per day on average. Accidents happen for many reasons and quite often it is driver error but these volumes speak for themselves. A 4 lane highway with on and off ramps, a straighter road with a central barrier would dramatically decrease these accidents! SH2 has the reputation as being the most dangerous road in NZ..... it has been given a grade 2 status because of the high volume of deaths. A grade 2 road should have a speed limit of 60, not 100 or 90!!!! Local council have responded by DECREASING the priority of this road to number 11 on the list..... a delay of 10 years before the roadworks would start! Do you know a cycle way is higher up the list? If this was a work site then work safe would shut the whole road down! Please take this seriously. We have to drive this road everyday in and out of town sometimes up to 6 times per day depending on kids sports, appointments, work etc.

Other comments:

Please take the roading issue of SH2 seriously.[COMMENT 2]Please make SH2 from Bethlehem to Omokoroa and KatiKati top priority! Please put it back to the top at number 1 ASAP!

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL831"/>
First name	<input type="text" value="Wilson"/>
Last name	<input type="text" value="McGillivray"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="1C Stokes Road"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass should be elevated up the list, the reasons being the difficulty to any work or shopping in Katikati with the ever increasing road congestion from through traffic.

Other comments:

Document submission

Document submission name

Submission ID	TPOL832
First name	Lurline
Last name	Plummer
Individual or organisation	Individual
Organisation name	
Address 1	141 Prestidge Road
Address 2	RD 4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Bypass for Katikati elevated from priority 15 to the top 5 priority Rooding projects, as even if it was started now I understand it would take at least three years to complete, which will be three years of traffic congestion misery for the Katikati community and for those travelling on this road. At times the build up of traffic which can come to several stops before getting to Katikati can be over 10 km's either side of Katikati. This is creating a serious problem for anyone travelling on one of the most dangerous roads in the country. The accidents on this road is appalling.

Other comments:

NO COMMENT

Document submission

Document submision name

Submission ID	TPOL833
First name	Colin
Last name	Andrews
Individual or organisation	Individual
Organisation name	
Address 1	16 Waterview Tce
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. Signed, Colin Andrews PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE.
APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918

Other comments:

Of interest is that the Omokoroa peninsular currently has a planned additional 67 roads being or to be built to accommodate the 300+additional houses being constructed on the peninsular. The intersection from Omokoroa Rd to State Highway 2 is already congested, and with traffic travelling at 100kms in both directions past the intersection, makes negotiating this intersection in both directions is not only AN EXTREMELY DANGEROUS AND TIME CONSUMING EXERCISE, BUT WITH THE ADDITIONAL TRAFFIC FROM THE INCREASED HOUSING AND POPULATION IS ONLY GOING TO GET WORSE. A plea from the older generation for consideration to improve this intersection ASAP please.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL835"/>
First name	<input type="text" value="Brian"/>
Last name	<input type="text" value="Lewis"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2b malta crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

People are Dying through lack of action in up grading sh2 ,how many more before you get off your backsides and actually do something for your wages . Also politicians and councillors hhave promised to put in a much needed bypass for katikati The fumes from large trucks is enough ,as a health hazzard ,let alone traffic delays especially at holiday times . We want action NOW.

Other comments:

LESS TALK MORE ACTION

Document submission

Document submisison name

Submission ID	TPOL836	Wish to speak No
First name	Daphne	
Last name	Keller	
Individual or organisation	Individual	
Organisation name		
Address 1	6 Borell Road	
Address 2	RD4	
City/Town	Tauranga	
ZIP/Postal Code	3174	

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. I ask for an urgent review of speed limits and propose an 90kph maximum from Waihi to Tauranga pending the installation of a median barrier and the construction of new roads. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. We often travel from Katikati to Te Puna and turn off the highway onto Snodgrass road. There is no turning bay and barely enough room to get off the road when there is so much traffic and you have cars so close behind you. 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. I formally request to speak to my submission at the planned hearings. Signed, Daphne Keller PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL837
First name	Bruce
Last name	Plummer
Individual or organisation	Individual
Organisation name	
Address 1	141 Prestidge Road
Address 2	RD 4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Bypass for Katikati elevated from priority 15 to Top 5 priority Rooding projects, as I understand that even it it was started now it would take at least three years, which would be three more years of traffic congestion misery for the Katikati community and for those travelling on this road, which I may add is one the most dangerous roads in the country with the build up at times of stop,start traffic surpassing 10 km's either side of Katikati, adding to frustration of motorist. It is appalling the amount of accidents on this road and this congestion problem at Katikati is a problem for all motorist using this road and the Katikati Community.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL838"/>
First name	<input type="text" value="David"/>
Last name	<input type="text" value="Peters"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2771 State Highway 2"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

1. The Katikati bypass needs to be elevated in priority to the top 5, for two reasons. Presently Katikati Township main road is a hazard to pedestrians and shoppers due to noise, fumes and the continual movement of heavy vehicles through it. Katikati is growing and has a substantial elderly population, for whom easy access to local amenities is very important. Secondly, the Township represents a significant bottleneck, for traffic heading north from Tauranga or south to Tauranga, as well as to local businesses particularly in the horticultural industry. During the summer holiday period traffic heading north was backed up on several occasions further than our driveway, which is 4km from the Town Hall! Besides the waste of fuel and time for everybody, this represents a direct economic cost to local businesses, and a considerable risk with regard to emergency services.

Other comments:

I am bewildered why the BOP has 2/3 of NZ's tollways. Why do residents here have to pay for what other NZ'ers get for "free"?

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL840
First name	riki
Last name	walls
Individual or organisation	Individual
Organisation name	
Address 1	18 Hayward Road
Address 2	Whakamarama RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

One of the most dangerous roads in the country and still you do nothing...You are becoming negligent and will be held accountable at some stage....Please act accordingly.

Document submission	
Document submission name	

Submission ID	TPOL841
First name	Stephen
Last name	Palmer
Individual or organisation	Individual
Organisation name	
Address 1	2 rosemary place
Address 2	
City/Town	katikati
ZIP/Postal Code	2139

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass first proposed in 1925 has been stalled off ever since, by political persons, when compared to 1925 traffic through the township has probably increased well over 1000% since then, & by very much larger vehicles causing dangerous pollution & unbearable noise through the CBD. The required present traffic lights cause delays in flows of traffic, often causing long flows of waiting traffic even on normal days, which I have had to contend with at holiday periods where some lines of traffic moving very slowly extend up to 1 kilometer long often an obstruction to persons in Katikati having difficulty, emerging from the towns side roads. The Bypass land I believe is mostly allocated already without too much in the way of obstruction, & over a relatively short distance, so the costs would be insignificant compared to other projects proposed. Recent meetings within Katikati on this bypass being delayed has been extremely well attended & in general the answers by officials & the MP for delaying construction, have not been received well. When compared to the cost of the TePuke bypass cost, this should be top of list in priority to stop frustration for motorists & the townspeople.

Other comments:

Get cracking on thge Katikati bypass

Document submission

Document submisison name

Submission ID	TPOL842
First name	Judith
Last name	Noble
Individual or organisation	Individual
Organisation name	
Address 1	53 Levley Lane
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

To achieve the promised Katikati Bypass it is imperative that it is raised to the Top 5 priority in the Ten Year Plan. Both Katikati town and district have a rapidly increasing population that a satisfactory infrastructure has not been planned for. All traffic must go through the town centre as it has done forever. This means the town suffers increasing traffic congestion, noise, diesel fumes and safety issues as all traffic travelling north or south still goes through the township. The railway which carried the majority of freight is gone so that must now all travel by road. A large increase in freight goes to the ever expanding Port. Not all this is from Auckland and logically able to use the Waikato Expressway. The economy of our region, Bay of Plenty, Hauraki and Coromandel is dependent on a safe highway of sufficient capacity. When the Katikati bottleneck is removed the traffic volume will increase even more and this will mean that a higher capacity, safer road will need to be built from Paeroa to Tauranga. Economically and safety wise a good thing for the whole region. Let the Bypass be the first step in achieving a satisfactory highway for the whole area.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL844
First name	Lisa
Last name	Williams
Individual or organisation	Individual
Organisation name	
Address 1	66 Te Puna Road
Address 2	R D 4
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Ōmokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Ōmokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: <http://www.nzherald.co.nz/nz/news/article.cfm?> The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL845"/>
First name	<input type="text" value="Milos"/>
Last name	<input type="text" value="Kovacevic"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="124A Main Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 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 peak hours and public holidays. The order of priority of the significant improvement activities: Looks as the problem of Katikati bypass is postponed once more to the next elections campaign.

Other comments:

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL847
First name	Nancy
Last name	Robinson
Individual or organisation	Individual
Organisation name	
Address 1	26 / 181 Park Road,
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

My greatest concern is that the degree of urgency for the Katikati Bypass be greatly elevated to a priority of no less than 5th place on the Roding Projects. My husband and I relocated to Katikati to live in 1998, largely because of the traffic congestion in Auckland where we lived. Particularly over the last five years, the traffic on the main road through the town has become so dense, much worse than we experienced in Auckland, so that to turn right out onto SH1 can result in a wait of 6 minutes or more before some caring driver stops and allows you and others to get through. It is not only the density of the traffic, so much of which is trucks and in particular logging trucks from the Coromandel, but also the noise and pollution which accumulates between the buildings lining the Main Road. Times of public holidays are nothing short of a nightmare for locals because of the lengthy queues of cars on the road. No submission can truly give the picture of despair, which locals are feeling, that, after nearly 50 years since a bypass was talked about and promised as a solution for this problem, we are no further to making our town one that is safe and healthy for all residents, both for adults and for children on their way to and from the local schools. It is disturbing to say the least that a recreational cycleway has been given a greater priority than the need for survival of a town of some thousands population, all of whom would benefit from the Katikati bypass.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL848
First name	Sue
Last name	Connor
Individual or organisation	Individual
Organisation name	
Address 1	10 Heron Cres
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Re Section/Chapter 6.2 of your Regional Plan 2018 I am concerned that once again the Katikati Bypass has been shunted down the line. I wonder why this town is so ignored by local bodies and government, we are a town of many retirees, a large number travel by mobility scooters or walkers, and yet we have one set of lights for them to cross the road. The distance from our local Supermarket Countdown to the lights would be about 1.5 kilometres. so if some-one wishes to cross safely but need to shop at say Hammer Hardware they either have to go all the way down to the lights and return back, or otherwise risk themselves by crossing in ever increasingly rare gaps in the traffic. We experience traffic jams several times per day. But a greater concern to me and others living close and parallel to SH2, is the pollution that the heavy vehicles bring into our town. In this modern day most of the heavy trucks STILL do not have exhausts above their vehicles, so when waiting to cross we get blasted with polluted air. Our vehicles and windows also have evidence of the oily residue that permeates into the air by these trucks. Our lungs are also affected apart from our homes and vehicles. Research has shown that aside from chronic lung diseases, air pollution can cause blood pressure to rise and inflame the arteries, increasing heart attack and stroke risk. We retirees and all other families in Katikati, young and old, as humans and as rate payers surely deserve to be heard and this bypass be actioned as an URGENT action and not shunted down the line continually for over 40 years. Sue Connor

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL849"/>
First name	<input type="text" value="Ljiljana"/>
Last name	<input type="text" value="Kovacevic"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="124A Main Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The problems: to me the biggest problem is to go cross the street, having too much noise and pollution, can't sleep at night from not having silence and fresh air, my home is shaking all the time when trams pass. To have a bypass done would make my life paradise on Earth, I pray for this every day to God and am grateful for this action to make it faster! The order of priority: Priority is to be done ASAP!!!

Other comments:

Document submission

Document submission name

Submission ID	TPOL850	Wish to speak Yes
First name	Fiona	
Last name	Hansen	
Individual or organisation	Individual	
Organisation name		
Address 1	7 Walnut Grove	
Address 2		
City/Town	Omokoroa	
ZIP/Postal Code	3114	

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Fiona Hansen PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL851"/>
First name	<input type="text" value="Andrew"/>
Last name	<input type="text" value="Hollis"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="14 Westwood st"/>
Address 2	<input type="text" value="Bellevue"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3110"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I intend to base my submission on asking why sh2 from tauranga to Waihi is extraordinarily low in priority especially given it's stays as one of nzs worst roads and is responsible for around 4 deaths per annum Why are commercial considerations given more weight than safety with respect to our roading network

Other comments:

Document submission

Document submission name

Submission ID	TPOL852
First name	Roger
Last name	Fleet
Individual or organisation	Individual
Organisation name	
Address 1	8 Turnberry Close
Address 2	RD 2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Currently I can see the Katikati ByPass is rated at 15 in the order of priority in the Draft Regional Land Transport Plan 2018. I firmly believe (as a 12 year resident of Katikati) that the ByPass should be moved up to at least the Number 5 slot. For the last several Christmases, traffic has come to a standstill on both sides of the pedestrian crossing - both in and out of town. Sometimes the delay can be up to 40 mins. Could attention be given to maybe just a truck bypass to start with - leaving visitors still able to stop in Katikati and the multiple big trucks (logging and others) off the main road.

Other comments:

The Bay of Plenty is one of the fastest growing regions in NZ - we need to keep transport moving with many new subdivisions feeding extra cars onto the main highways

Document submission	
Document submission name	

Submission ID	TPOL854
First name	Carol
Last name	Fleet Leenman
Individual or organisation	Individual
Organisation name	
Address 1	8 Turnberry Close
Address 2	RD 2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Page 8 on the Plan refers to our aging population and subsequent reduced mobility. To keep the inhabitants of Katikati safe, we need to:- Elevate the Katikat ByPass priority from 15 to at least 5 in the Plan - if it is only trucks that use the ByPass Create the cycleway from Waihi to Tauranga with the portion from Fairview Golf and Country Club (Sharp Road) to Katikati township able to take golfcarts and mobility scooters

Other comments:

Keep us moving, productive and open for business and keep us safe

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL855"/>
First name	<input type="text" value="Karena"/>
Last name	<input type="text" value="Barlass"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="38 Levley"/>
Address 2	<input type="text" value="Lane"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the bypass elevated from priority 15 to a priority in the top 5. I'm too scared to go on to the main road any more it's too dangerous and I wish they would stop keep putting the rates up so high.

Other comments:

Yes stop putting the rates up so high it's the highest rates in all the country.

Document submission

Document submission name

Submission ID	TPOL856
First name	Leigh
Last name	Basinger
Individual or organisation	Individual
Organisation name	
Address 1	6 Uretara Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a new bypass and Now!!!! SH 2 Tga to Katikati is one of the most dangerous Roads in the North Island, every week there are nasty accidents. The traffic has increased and the number of HT trucks that travel this Road over the last 5 years is enormous Get your priorities right this is a no brainier this bypass needs to be at the top of your priority list

Other comments:

No

Document submission

Document submisison name

Submission ID	TPOL857
First name	JUDITH
Last name	LE MASURIER
Individual or organisation	Individual
Organisation name	
Address 1	11A CROSSLEY STREET
Address 2	
City/Town	KATIKATI
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Bypass elevated from priority 15 to a priority in the Top 5. To make the Main Street a safer place to shop and ease the traffic congestion. Right hand turns into the main highway are hard to make and are dangerous and can be a long wait. This has been on the agenda for several years and does not seem to get any closer to happening. Please listen to the locals.

Other comments:

Please let us get higher up the list! all these yeas and we are no closer and the population is growing. 50 years ago I traveled this highway on a motor scooter. Not any longer.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL858"/>
First name	<input type="text" value="Patricia"/>
Last name	<input type="text" value="Stenson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="5 Donegal Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the bypass elevated from priority 15 to a priority in the Top 5 in Katikati. I live in Donegal Place and find to cross the main road is very dangerous with the amount of traffic that goes through our town also travelling by car it is very difficult to turn into my street also the noise and fumes are overpowering at times

Other comments:

Document submission

Document submission name

Submission ID	TPOL859
First name	Gavin
Last name	Banyard
Individual or organisation	Individual
Organisation name	
Address 1	62 Jess rd
Address 2	RD 2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. We need SH2 to be upgraded now!

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL860
First name	Jill
Last name	Hyndman
Individual or organisation	Individual
Organisation name	
Address 1	2130 State Highway 2
Address 2	R D 4
City/Town	KATIKATI
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Regarding the KATIKATI BYPASS I find it unbelievable that the Katikati Bypass has been put back to a priority 15 on the list of road changes for the Western Bay. I live on State Highway 2 and in the 11 years I've been here, have seen the Highway traffic increase remarkably. I shop in Katikati a lot and getting into and out of town is becoming a nightmare. Traffic is always backed up along the road entering and exiting the town, in fact I won't go into Katikati during the Xmas /New Year break. Traffic can be backed up to Tetley Road coming into town. Please in your wisdom,, listen to the people who live in the area and move the by-pass into the top 5 on the Priority List. These delays for the by-pass has been going on for years and years.. The area has a huge influx of people and houses over the last few years.. The roads in the area need to keep up with the many, many more people and cars using them. thank you... Jill Hyndman

Other comments:

Please listen to the people who pay the rates in the WBOP....

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL861"/>
First name	<input type="text" value="Caroline"/>
Last name	<input type="text" value="Banyard"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="62 Jess Rd"/>
Address 2	<input type="text" value="RD 2"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. Please help to make our road safer, there are subdivisions happening all along SH2 but no one is making the road safer to deal with all of the extra people.

Other comments:

Document submission

Document submission name

Submission ID	TPOL862
First name	Tessa
Last name	Jones
Individual or organisation	Individual
Organisation name	
Address 1	20 Te Karaka Drive
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are MANY hazardous intersections, blind crests and summits, ditches and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including Kiwifruit, Avocado and Log Exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional and national road because it is the ONLY option. SH2 is no longer safe or fit for purpose as evidenced by the number of fatal collisions in recent years. In August 2017, the AA released an NZTA list of New Zealand's most dangerous roads, based on crash date from 2012-2016. SH2 from Katikati to Tauranga topped the fatalities with 18 deaths, 35 serious injuries and 95 minor injuries. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between them one and three deaths, between four and 19 serious injuries and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times new article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John Paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. "Blame-free People" are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. 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 not longer ignored. APPENDIX WBOP traffic flow east from Katikati, Aongatete, Apata, Pahoia, Omokoroa, and Whakamarama passes through Te Puna and over the Wairoa Bridge into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pokeno" and "State Highway 5B, North of Tauranga City boundary, 148km from Pokeno". In 1996, the second location, 148km from Pokeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy Traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

PLEASE FIX OUR ROAD

Document submission

Document submission name

Submission ID	TPOL863
First name	Georgia
Last name	Banyard
Individual or organisation	Individual
Organisation name	
Address 1	Banyard
Address 2	62 Jess Rd
City/Town	RD 2
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am only 17 but I have to drive on SH2 to get to and from work and school. My mum would not let me get a job in Omokloroa because it is too dangerous to drive from our place and have to turn right to get on SH2. There are so many people driving on the road now and because it is so congested people pull out and takes risks that can potential lead to an accident. Please move our road from number 11 to number one for upgrade.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL864
First name	Charlotte
Last name	Banyard
Individual or organisation	Individual
Organisation name	
Address 1	Banyard
Address 2	62 Jess RD
City/Town	RD 2
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am only 17 but I have to drive on SH2 to get to and from work and school. My mum would not let me get a job in Omokloroa because it is too dangerous to drive from our place and have to turn right to get on SH2. There are so many people driving on the road now and because it is so congested people pull out and takes risks that can potential lead to an accident. Please move our road from number 11 to number one for upgrade.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL865
First name	John
Last name	Hyndman
Individual or organisation	Individual
Organisation name	
Address 1	2130 State Highway 2
Address 2	R D 4
City/Town	KATIKATI
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am objecting to the fact the KATIKATI by-pass has been dropped down the priority list to number 15. I live 10kms south of Katikati on State Highway 2 and getting into Katikati is a real drama. The traffic is always backed up getting into and out of Katikati and it makes shopping or appointments a nightmare.. in fact one tends to avoid going into town.. which is a shame, when it is our closest Service town. Christmas and New Year and all public holidays are dreadful. I refuse to go to town over the holiday period. All the traffic coming from North of Tauranga and South of Waihi.. have to filter slowly through Katikati. It's just ridiculous in this day and age. Permits are given for hundreds of new houses to be built and subdivisions undertaken, without a thought for the infrastructure.. especially that main road. You now have many ,many more vehicles trying to access the State Highway from the side roads which adds to the traffic woes and danger on the Highway. Please listen to the people in the local area and make the Katikati by-pass a Top Priority job. Put in in the top 5 not number 15 for goodness sake. John Hyndman

Other comments:

Please listen to the local people who pay rates and have to put up with the traffic the way it is...

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL866"/>
First name	<input type="text" value="Maddison"/>
Last name	<input type="text" value="Banyard"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="62 Jess RD"/>
Address 2	<input type="text" value="RD 2"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. Please upgrade our road now.

Other comments:

NO COMMENT

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL867
First name	Rebecca
Last name	Adams
Individual or organisation	Individual
Organisation name	
Address 1	11 Western Ave
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 four lanes needs to be a priority between Tauranga and Katikati. The road is congested and dangerous and not fit for purpose. There are too many dangerous intersections and I fear for my life making a right hand turn out of any of the roads. The traffic banks up to Omokoroa in the mornings and it's only getting worse with the the developments. The northern link needs to start now with 4 laning between Te Puna and Omokoroa and the upgrade of Omokoroa Rd intersection must be a priority. The volumes of traffic are not suitable for the current road, my son is late for school every day and he leaves Home to catch the bus at 7.15am. It is the most dangerous highway in the country and something must be done now. It is also SH2 and connects Tauranga and Auckland so a very important piece of road for the country

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL869
First name	Derek
Last name	Brown
Individual or organisation	Individual
Organisation name	
Address 1	75 Hamurana Rd Omokoroa 3114
Address 2	
City/Town	Tauranga
ZIP/Postal Code	

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Derek Brown

[COMMENT 2]SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Derek Brown

Other comments:

I wish to speak at the hearing regarding the comments from the police about accidents on SH2 and what can be done as an interim measure to improve safety.

Document submission

Document submission name

Submission ID	TPOL870
First name	Nicole
Last name	Allen
Individual or organisation	Individual
Organisation name	
Address 1	54 munro rd
Address 2	te puna
City/Town	tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. Signed, Nicole Allen

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL872	Wish to speak Yes
First name	Michael	
Last name	Surry	
Individual or organisation	Individual	
Organisation name		
Address 1	504 Youngson Road	
Address 2	Whakamarma	
City/Town	Tauranga	
ZIP/Postal Code	3179	

Comments/feedback, particularly Ch 3 and Ch 7:

Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years:

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Michael Surry
PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

Fixing SH2 from Bethlehem to Katikati has to be the #1 priority as the road is simply unsafe and not fit for purpose.

Document submission

Document submission name

Submission ID	TPOL873
First name	Debbie
Last name	Morgan
Individual or organisation	Individual
Organisation name	
Address 1	139 Kauri Point Rd
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need the bypass elevated to top 5 priority. How many more people need to die before the government take action. Just this Friday there was another serious accident near Apata. To cross the Main Street in Katikati you risk your life with all of the trucks coming through the Main Street. The number of people now living in the Western bay of Plenty has increased hugely but our roads haven't changed at all. Come on Labour government.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL875
First name	Diane
Last name	Moxon
Individual or organisation	Individual
Organisation name	
Address 1	11 Gleneagles Drive,
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass for heavy traffic at the very least. Our town,s Main Street is not large, and large vehicles going through don't help. As for the SH2 road, the Bay badly needs to have this updated. It needs wider roads preferably 2lanes each way from Tauranga to Waihi. At the very least many more passing lanes with bridges the width of a normal road. It's down right dangerous to be on a bridge with a logging truck going against you, at the same time. We do not need to be shunted down the to do list again and again, by bureaucratic nonsense. Our region is growing quickly, developing roads as quickly would and should be a priority for BOP. Our road is getting busier by the day, fix it please before more nasty accidents happen, they aren't all caused by bad driving but by bad roading. Our rates are the most expensive in the country and all we get are secondary type roads, why aren't more funds available to make our roads safer.

Other comments:

Just five BOP residents a fair go for the rates we pay.

Document submission	
Document submisison name	

Submission ID	TPOL876
First name	Cassandra
Last name	Flintoff
Individual or organisation	Individual
Organisation name	
Address 1	383a Lockington Road
Address 2	Aongatete
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to share my thoughts on bypassing the ranking on the priority list for projects planned for this to become top 5. As a commuter who travels this road at least five days a week from 8-10am and 2-8pm, I have been detoured nearly every day due to accidents caused on State Highway 2. This isn't entirely surprising due to the incoming population rises, estimating around 10,000 more residents from 2017 to now. That's only in one year. Each year we get more residents, more commuters and more accidents. Infrastructure and roading hasn't been updated to meet the demands put on the city. Instead of planning something huge to get done in one go, I propose putting in two roundabouts. One at the Omokoroa T-intersection which would slow down traffic, ease flow of traffic and prevent impatient drivers from pulling out into collisions. The other at the Whakamarara at Barret Road where I've also had multiple people, even in rainy conditions, pull out in front, causing me to slam on my brakes. Slowing traffic around this area would also serve the same effect as the Omokoroa roundabout. In time, wider roads with two lanes like the highway out at Papamoa would serve to lower road tolls and make traffic a lot less horrendous. But changes need to happen and they need to happen very soon. Every day this is put to the side, more people are injured and killed. Those injuries and deaths are on council hands, no matter which way you look at it. Sure you could say it was due to negligence, but something can be done about it and if something can be done then it is at your fault.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL877
First name	Kerrie
Last name	Roberts
Individual or organisation	Individual
Organisation name	
Address 1	Roberts
Address 2	51 Fairview road
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please make sh2 a top priority, the road needs to be upgraded urgently and now not in 10 years from now. Along with th2 katikati bypass

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL878
First name	Beth
Last name	Wright
Individual or organisation	Individual
Organisation name	
Address 1	7 Palm Beach Boulevard
Address 2	
City/Town	Papamoa
ZIP/Postal Code	3118

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Free buses for kids to school & better public transport from Papamoa to various locations in TGA ie. Welcome Bay, Windermere...

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL879
First name	Robert
Last name	Firth
Individual or organisation	Individual
Organisation name	
Address 1	5 Irwin Court
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Dear Sir Madam Since buying in Katikati some four years ago there has been a very noticeable increase in the traffic in the main street, particularly the numbers of heavy vehicles. This is causing severe disruption in the center of town, and in some situations, traffic entering state highway cannot join the traffic stream for up to ten minutes which an absurd situation never mind creating a hazardous situation for pedestrians. My Wife and I are of the strong opinion that it is only a matter of time before someone is injured or killed and that the Katikati bypass should be far further up the priority list than 15. Yours faithfully Bob and Colleen Firth.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL880"/>
First name	<input type="text" value="Corrinne"/>
Last name	<input type="text" value="Devitt"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Devitt"/>
Address 2	<input type="text" value="41 harbour view rd"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL881
First name	Robert
Last name	Hoggard
Individual or organisation	Individual
Organisation name	
Address 1	44 Levley Lane
Address 2	
City/Town	KATIKATI
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have been a resident in Katikati for many years and have become alarmed at the huge increase in road traffic between Waihi and Tauranga. Katikati has become a bottle-neck and on many days, especially during summer, streams of barely-moving traffic can be encountered stretching several kilometres both sides of the town. Obviously this problem will only get worse. Katikati desperately needs a bypass and this urgency should be reflected in the Regional Project List -certainly in the top five. I am also very concerned about the state of the highway, especially between Katikati and Tauranga where the number of accidents speaks for itself. Obviously it would be an enormous project to carry out all the desirable improvements, so as an interim measure, I would like to see the speed limit reduced to 90kmp.

Other comments:

no	
Document submission	
Document submission name	

Submission ID	TPOL882	Wish to speak No
First name	Nathan	
Last name	Bradley	
Individual or organisation	Individual	
Organisation name		
Address 1	31 Hakao Road	
Address 2	RD1	
City/Town	Tauranga	
ZIP/Postal Code	3171	

Comments/feedback, particularly Ch 3 and Ch 7:

Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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.
Signed . Nathan Bradley

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL883"/>
First name	<input type="text" value="Paresh"/>
Last name	<input type="text" value="Parbhoo"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="195b tuapiro rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3710"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

What kind of special logic would you need to apply to out a cycle track in terms of priority a head of a road that so many people are injured on or killed!! All that's wrong in the world to see right there... how's that serving those that elected you!!

Other comments:

Gutted to see such incompetence in council - in running next tine & this will be in my billboards!! Cycle track before lives

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	TPOL884
First name	Anne
Last name	Hogg
Individual or organisation	Individual
Organisation name	
Address 1	39 Park Rd
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My husband and I definitely think that the Bypass should be elevated from priority 15 to a priority in the Top 5. As Katikati residents our lifestyle has been severely compromised by the sheer volume , noise and dust that the increasing amount of traffic presents. It gets to a point that we do not venture down to the Main Street so are unable to support our local businesses. Everyday we're prevented making right hand turns due to aforesaid volume,particularly heavy trucks and when there is a major incident on our roads either North or South we have traffic gridlocked. Katikati represents what a successful regional town should be,perfect for fostering youthful families and equally attractive to retirees. This Bypass is a 'must'. Our patience is not forever. Look at the facts, they speak for themselves. Lives are irreplaceable.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL885
First name	David
Last name	Jenkin
Individual or organisation	Individual
Organisation name	
Address 1	190 Esdaile Rd
Address 2	Pahoia, RD 8
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The priorities given to the Omokoroa to Te Puna project, along with the Katikati to Omokoroa improvements, are a sick joke. This is the most dangerous road in New Zealand already. The traffic volumes are ever increasing, and the road toll will climb. Failure to act will result in people dying, with even more regularity. It is a no-brainer that the road was needed years ago, and now is long overdue. The failure to put this project in the “absolutely must be done, without delay” category would be unforgivable, but for our local councils to not even have it in the top 10 is the most unfathomable insanity. Many people are isolated in their homes, I know of lots of people in Omokoroa who will not attend appointments in town, if they have to go through before 10 am or after 2pm. They are scared. Accidents, often fatal, are becoming a normal part of our lives. I repeat THIS IS WHAT WE CALL NORMAL. On numerous occasions (eg last Friday 16th March) I have missed events in town because the road is having one of “those days” and a 15 min journey turned into an hour long one. Even with extreme caution and knowledge of the layout of the junctions it is hard, sometimes impossible, to avoid near misses. Eg everyday I have to turn right into Esdaile Road. If someone coming from the opposite direction wants to turn right into Pahoia Road I have to work out if they are going to use the painted median, drive straight through my space for turning right to get to their turning bay, or stick to the road, drive past me and then swerve in behind. If we have cars behind us (9 times out of 10) they don’t realise the dance we are going through, gaps between vehicles (if there were any) disappear and we all hold our breath. This is the turn off for a primary school! Neither is it the worst junction. I will not buy a house in the Quarry area as there is no safe way of turning right into any of the roads. I was genuinely enraged by the gulf between the vision of the draft regional land transport plan for “the best transport systems for a growing economy and a safe, healthy and vibrant Bay lifestyle” and the ranking of the actual projects the committee have come up with. Safe? We have the most dangerous road in the country— and we are told we are not even in the top 10! AND it is only going to get busier. I can not state clearly enough. Building this road is a no-brainer. It shouldn’t even need to be on any list. It should be in the “its so obvious it will has to be done” category that it is going ahead while the other projects are still being prioritised. Any concept that it is not even in the top 10 is insanity, made by a group who have massively dropped the ball.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL887"/>
First name	<input type="text" value="STEPH"/>
Last name	<input type="text" value="Burgess"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="78a Park road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Every day I drive to Tauranga from Katikati. Every day I feel like I am taking my life in my hands on that road. I pray that others will drive to the condition of that road which is poor at best. Constant volume of cars and trucks, construction of houses and huge growth in the Western Bay has made State High Way 2 a dangerous stretch of road. We pay excessive rates out here and have little to show for it. Fix our roads!!! I am over the death, injury and pure carnage that is becoming a daily problem. There is one way in and one way out. Back roads are not a proper solution. Fix our roads and protect our families. I beg of you to helping to save Western Bay of Plenty lives... We matter too!!

Other comments:

Document submission

Document submission name

Submission ID	TPOL888
First name	Cecily
Last name	Gardiner
Individual or organisation	Individual
Organisation name	
Address 1	90 Te Puna Quarry Rd.
Address 2	RD 7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need action now to stop all these accidents and deaths on our local road....I've been driving out of quarry road for nearly 30 years and its now frightening and extremely dangerous...I have cars on my right travelling at 100 ks after overtaking ,often with no lights,and I have minimal vision to my left. All my family and visiting friends are in daily danger including my young grandchildren. We need an over pass preferably or a reduced speed limit...70 ks between Wairoa bridge and Omokoroa turn off....The traffic volume is horrendous.....there used to be breaks in the traffic to exit Quarry Rd but they are now few and far between... The statistics back the need to action this NOW.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL891"/>
First name	<input type="text" value="Warren"/>
Last name	<input type="text" value="Yardley"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="34 Harbour View Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati By Pass to be elevated from priority 15 to a priority in the top 5. A by pass for though traffic is needed: - so that residents can travel around our town in a predictable time frame. - to reduce the fumes and noise that makes our Main St an unpleasant environment. - so that through traffic are not held up causing inefficiencies and lower productivity This by pass is needed now even though it will not be built before the traffic flow and all its undesirable consequences, continues to worsen the situation in our town centre.

Other comments:

Document submission

Document submission name

Submission ID	TPOL892
First name	Vicki
Last name	Burns
Individual or organisation	Individual
Organisation name	
Address 1	242c Minden Road
Address 2	RD6
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please accept my submission regarding the priority of the Omokoroa Highway plan. The priority of this project needs to be raised to the Top 5 projects. The current road is extremely unsafe with almost daily accidents along SH2 between Omokoroa and Wairoa Bridge. As a mother of two school age daughters, I fear for our lives every time we head out to school or after school activities using SH2. In fact, some days I leave my younger daughter at home alone because I know she is safer home alone than in a car on that dangerous road. The issue here is SAFETY and that is the highest priority for the upgrade of any New Zealand road. Thank you.

Other comments:

no thank you.

Document submission

Document submission name

Submission ID	TPOL894
First name	Cecily
Last name	Gardiner
Individual or organisation	Individual
Organisation name	
Address 1	90 Te Puna Quarry Rd.
Address 2	RD 7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

“Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Ōmokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Ōmokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years:

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_F_Bpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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. I formally request to speak to my submission at the planned hearings. Cecily Gardiner

[COMMENT 2]Please action anything/everything to make our local road, from the Wairoa bridge to the Omokoroa turnoff, safer. This needs to be addressed now with the high incidents of accidents and deaths on this road. I have been driving out of Te puna Quarry road for 30 years,it has always been tricky but now with the traffic volume plus speed it is almost impossible.The traffic on my right is speeding after being in the overtaking lane and the vision of traffic on my left is minimal,added to this is trying to turn right in torrential rain with cars approaching without headlights. All my family ,including my grandchildren,and many friends frequently exit this road and their lives are in danger. Surely the statistics of deaths and accidents should be taken into account for priority and funding..... I propose àn overbridge to exit quarry road and an immediate speed reduction...70 kms.

Other comments:

Please action saftey measures on our local road NOW[COMMENT 2]The road from Wairoa bridge to Omokoroa turnoff should be a number one priority.

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL895"/>
First name	<input type="text" value="Michael"/>
Last name	<input type="text" value="Cuthbert"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="38 Highfields Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Disgust at the 15th position on the priority list for the Katikati bypass. This town is no longer a nice place to drive in and after many years of delays surely it should be in at least the top five. The traffic in particular heavy vehicle which are primarily transporting logs are creating great difficulty in getting onto SH2 from side roads and danger in our main street whenever reversing out of angle parking bays. In particular currently accessing SH2 out of Highfields Drive which will be amplified in the near future when the new development of approx 65 new houses comes on line.

Other comments:

Document submission

Document submission name

Submission ID	TPOL897
First name	Stephanie
Last name	McGregor
Individual or organisation	Individual
Organisation name	
Address 1	104 C Wainui South Road
Address 2	RD4 Katikati
City/Town	Tauranga
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including Kiwifruit, Avocado and Log Exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional and national road because it is the ONLY option. SH2 is no longer safe or fit for purpose as evidenced by the number of fatal collisions in recent years. In August 2017, the AA released an NZTA list of New Zealand's most dangerous roads, based on crash date from 2012-2016. SH2 from Katikati to Tauranga topped the fatalities with 18 deaths, 35 serious injuries and 95 minor injuries. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between them one and three deaths, between four and 19 serious injuries and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times new article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John Paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. "Blame-free People" are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. 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 not longer ignored. APPENDIX WBOP traffic flow east from Katikati, Aongatete, Apata, Pahoia, Omokoroa, and Whakamarama passes through Te Puna and over the Wairoa Bridge into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pokeno" and "State Highway 5B, North of Tauranga City boundary, 148km from Pokeno". In 1996, the second location, 148km from Pokeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy Traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL898"/>
First name	<input type="text" value="Michael"/>
Last name	<input type="text" value="Hagler"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="61B Malta Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Regarding the proposed Katikati bypass, I want the bypass elevated from priority 15 to a priority in the top 5 because of health and safety issues associated with vehicular traffic through the town centre. Additionally, the quality of life experience is so adversely affected by the noise and pollution in the centre that I avoid using the shops and other amenities.

Other comments:

Residents have been put on hold over this matter for too many years and our local politicians must act if they want to get my vote in future.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL901"/>
First name	<input type="text" value="Michael"/>
Last name	<input type="text" value="Vujnovich"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="215 Wairoa Rd"/>
Address 2	<input type="text" value="Te Puna"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3110"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please fix state highway 2. Too many people are dying there and due to the growth of the region, we need improved roading and public transport. Thank you.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL902
First name	Elizabeth
Last name	Partington
Individual or organisation	Individual
Organisation name	
Address 1	24 Francis Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the Katikati Bypass in the top 5 priority projects for the Bay of Plenty. Our main street is continually congested with through traffic. This makes it very difficult for the local community to get out of side streets onto the main road and is potentially dangerous for anyone wishing to cross the main street. Trucks carrying heavy loads of logs carry their own dangers and are too wide to be accommodated safely within the village precinct. Please give this your serious consideration before there is a horrible accident in our little town.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL903"/>
First name	<input type="text" value="Lynne"/>
Last name	<input type="text" value="Morrison"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="145/181 Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The road from Tauranga to Katikati is very dangerous and needs urgent attention before more people are killed on this road. This Bypass needs to be elevated urgently to a higher priority

Other comments:

It is a very dangerous road to travel on

Document submission

Document submission name

Submission ID	TPOL904
First name	Alan
Last name	Cresswell
Individual or organisation	Individual
Organisation name	
Address 1	23 Coppelia Ace
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 corridor. A combined approach to address this stretch of road is urgently required. Here are some bullets and ideas - either way something needs to be done quickly. The confused message and complete in action is bureaucracy at its worst in the case of SH2. Get the TNL happening ASAP. This is ultimately going to help congestion considerably. As I have previously communicated with MP's - how about using the might of central government to prioritise this build. Write the construction contract so that the winning tender works shift patterns 18 hours a day. Most of this project is new build away from existing roading. Work hard out and reduce build time. 2 years is probably achievable if the desire is there. This is possible - look at other AoG contracts central government has let - most of the terms and conditions work in favour of government. I know, I have to work to these. Please explore as you'd win many hearts by "just making this happen". Work on your planned remedial actions on SH2 to improve safety. There are lots and lots of very angry ratepayers and voters between Tauranga & Katikati out to make a statement on this subject. How about central government, local and regional government work together. When will WBOPDC assist and help close rat runs which contribute to the congestion. We've all just spent \$6M on Te Puna round-a-bout but WBOPDC still let rat runs operate around the back of Te Puna and back out onto SH2 at Station Road (Wairoa Bridge). This so buggers things up. Consider the daily users of this road - my commute 3 years ago was 20-25 minutes consistently. Now, anytime between 6.45am to 9am it extends out to an hour. 10,000 vehicles a day. Average cost per hour of that vehicle and occupants = \$100 (probably a low number). Multiple the average delay - 20 minute (probably a low number). Cost to BoP in the order of \$300,000 per day in productivity. Lets say 4 days a week over 40 weeks a year and you're at \$50M p.a. Pay back on this alone is around 10 years (on \$600M investment). What's a road "lifespan" before major improvements are typically required? Isn't it approx 40 years? The ROI on a major rebuild works. Add to this the deaths - what are we at now approx 25 in past 5 years? What's a life worth? How much tax don't we collect over a lifetime from a young adult due to a road death? And the additional welfare dollars added due to supporting a family where the main income is killed? And the injured? What cost to the medical system? Massive. And we all know the medical system is facing mega challenges. How about the emergency services...the public damage done when cleaning up...chronic. How many of you have been lucky (or unlucky) to have witnesses a head on collision right in front of you? I can tell you it rips your guts out thinking of what comes next and what you have to deal with. When was the last time any of you had to deal with a human writhing in pain in the middle of the road? The smell, the screams, if you had you would so change your thinking on helping make the SH2 work happen fast. Stress on the community? Hell, last night I got bugger all sleep - why - worried about putting my son in a strangers car to go on school camp! Now that's wrong. The danger with turning out of side roads onto SH2 is incredibly high. How can government identify Omokoroa for close to 50% of targeted growth in the WBOP, yet do zero to improve basic roading to carry these residents? And the killing season is about to begin - heading into winter, low sun angles, wet weather, horticulture tractors, sprayers, contractors all mixing and merging, poorly lit tractors at slow speeds....blood is about to be spilled again. All government (local, regional, central) so need to step up to the plate here. The inaction on improvements to SH2 is deplorable - your actions, or lack of, are killing and maiming people. Prioritise a new road - and use your authority to make it happen. Thanks - Alan Cresswell

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL906
First name	mary
Last name	isaac
Individual or organisation	Individual
Organisation name	
Address 1	44 butterworth cres
Address 2	Papamoa
City/Town	Tauranga
ZIP/Postal Code	3118

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret Rd Bridge and 15th Avenue at needs to be in top 5 priorities. fixing bethlehem te puna traffic jam also needs to be in top 5. getting more access points out of papamoa also needs to be in top 5.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL908"/>
First name	<input type="text" value="Grahame"/>
Last name	<input type="text" value="Woods"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="197 Omokoroa Road, Omokoroa"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The regional councils roading priorities must be; 1) SH2 from Tauranga to Katikati 2) Turret Rd Bridge and 15th Avenue Thank you

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL909
First name	John
Last name	McLaren
Individual or organisation	Individual
Organisation name	
Address 1	86 Evans Road
Address 2	Papamoabeach
City/Town	Tauranga
ZIP/Postal Code	3118

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

We need you to try a lot harder to repair this problem. If you only come to see every morning during Monday to Friday the Welcome bay traffic goes for k's, so please move this up on your important list 18 is not good enough buddy 1 2 or 3 yes. Thank you.

Other comments:

If you do your job it will save other areas like fire brigade, ambulances and hospital facilities. Thank you.

Document submission	
Document submission name	

Submission ID	TPOL910
First name	Alistair
Last name	George
Individual or organisation	Individual
Organisation name	
Address 1	26 Noble Johnston Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati bypass elevated from 15 to highest priority due safety and commercial interests for the township.

Other comments:

Yes, listen to the people instead of using your own initiatives and agendas.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL911"/>
First name	<input type="text" value="Murray"/>
Last name	<input type="text" value="Holdaway"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Holdaway"/>
Address 2	<input type="text" value="24 Carribbean Place"/>
City/Town	<input type="text" value="Papamoa"/>
ZIP/Postal Code	<input type="text" value="3118"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL913"/>
First name	<input type="text" value="Tammy"/>
Last name	<input type="text" value="Bruce"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 Margaret Dr"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Yes the order of priority is of concern in regards to SHW2, between Katikati and Te Puna. Due to the rapid influx of residents in this area and therefore the increased volume of traffic using the road (which is only going to get heavier) and the problem worse. There are too many people dying on this stretch of road and frequent accidents.

Other comments:

We just want to be as safe as we can on the road. People are dying here.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL917
First name	Karen
Last name	Bryant
Individual or organisation	Individual
Organisation name	
Address 1	143 Armstrong Road
Address 2	Te Puna RD4
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have lived in Te Puna for the past 25 years, and my husband has lived here all of his life. We own a kiwifruit orchard, and soon it will be kiwifruit season with added trucks, tractors etc on our roads. When SH 2 is so congested with traffic, so many people divert down Snodgrass Road, fly along Armstrong Road, and make their way to Te Puna Station road to come out onto SH2 by Wairoa Bridge. This makes traffic congestion worse. Our children find it dangerous waiting for school buses on the verge of the road as traffic is speeding down our rural roads. When we are moving tractors to orchards we cop abuse from drivers for holding them up. Please get something down with SH2 so that the volume of traffic can move along it smoothly to get to town to keep these lunatics off our side rural roads. It would also help if WBOPDC stopped allowing subdivisions to go ahead before infrastructure was in place to cope. Thanks

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL918
First name	Mike
Last name	Green
Individual or organisation	Individual
Organisation name	
Address 1	9B Park Rd
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass to move up on the vital and significance list and made a priority into the top 2 position (The Double motorway to Tauranga from Katikati should be the Number One Priority position because of the amount of accidents, deaths and traffic grid lock that occurs on this road. Delivery of products and people to their destinations would make our Bay of Plenty Economy grow more as there would be less wastage of time and the just in time philosophy would work in a better way. I want the bypass bumped up on the list because we have only one main street in Katikati and all the trucks travelling to Tauranga rumble through our town, creating noise, danger for shoppers getting out of their cars, pollution, congestion and tremours causing houses to shake similar to earth tremours! The benefits of the bypass would be a greatly improved atmosphere in town, better safety, less stress on people, more tourists would visit as there will be more parking, more variety of shops would open benefitting the town and tourists could enjoy the murals and all the town has to offer!

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL925
First name	Suz
Last name	Burton
Individual or organisation	Individual
Organisation name	
Address 1	197 Waitaha road
Address 2	Welcome bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The welcome bay traffic is getting worse as the Years go by. The buses having to start their journey early making it a long day for our kids in there most challenging time of their lives. People needing to get to work and crawl along welcome bay road and then having to merge with the rest of the traffic into a single lane at the bridge is so stupid. This main road needs attention and it needs to be done now. This is a main corridor and with more retail popping up and more housing it's really a big squeeze on he residents of Tauranga. I feel so many people are more stressed do to traffic and the frustration that nothing is being done. Welcome bay is the forgotten suburban yet more people are building out here. Please for the people of Tauranga sort the 15th ave turret Road corridor now.

Other comments:

Just get it done. Stop talking about it and get stuck in and do it.

Document submission

Document submision name

Submission ID	TPOL927
First name	Sarah
Last name	Neale
Individual or organisation	Individual
Organisation name	
Address 1	167B Victory Street
Address 2	Welcome bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Fix 15th ave turret road for faster flow from Welcome Bay. Bus lane would be good too.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL931"/>
First name	<input type="text" value="Katrina"/>
Last name	<input type="text" value="McChesney"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="54 Langstone St"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We urgently need efforts to address the congestion in and out of Welcome Bay / Maungatapu / Ohauti / Turret Road. I understand that Turret Road / bridge is ranked #18 on the roading priorities - in order to allow traffic to flow in and out of Welcome Bay / Maungatapu / Ohauti it is essential that Turret Road and the bridge be widened urgently. I would like to see this project in the top 3 roading priorities for the region, with an urgent and substantial plan to address traffic flow in this location.

Other comments:

Welcome Bay is a growing suburb that is currently trapped. There is very little business / industry in the suburb so almost everyone is forced to leave the suburb to work or to attend intermediate / high school - yet it is extremely difficult to get in and out of the suburb. This is unfair on residents and stifling further growth.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL937"/>
First name	<input type="text" value="Michelle"/>
Last name	<input type="text" value="Kemp"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2a Kaitemako Rd, Welcome Bay"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Welcome bay traffic issues and fixing the turret road bridge should be push forward as a priority. It states the this issue is number 18 on the list of priorities but we all know it is clearing number 1 issue on the list. Welcome bay and surrounding suburbs are growing but we are always put last when things need to take action. I think it's about time to we were made priority for a change. Do it for all us working families please.

Other comments:

Just sick of Welcome residents being put last all the time. We pay or rates so do something.

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL941"/>
First name	<input type="text" value="Nicola"/>
Last name	<input type="text" value="Kuka"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Herald Way"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Welcome Bay Road traffic issues need addressing immediately... It is ridiculous that it can take me over an hr to travel the 5km to Boys College area in the morning's just to get my children to school and myself to work. Turret Road Bridge is well overdue for an upgrade and it is time the council made Welcome Bay Residents issues a priority!

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL942"/>
First name	<input type="text" value="Hayley"/>
Last name	<input type="text" value="Andrew"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="46 Pelorus Street"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The improvements to Turret Road/Hairini Bridge should be prioritized to allow traffic to move. The current bottleneck is contributing to effects on other important roads (Cameron/SH2A/Frazer). Meaning that traffic is gridlocked at peak hours.

Other comments:

Document submission

Document submission name

Submission ID	TPOL943
First name	Regan
Last name	Angus
Individual or organisation	Individual
Organisation name	
Address 1	53 te otinga place
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Make turret road #1 on priority list. Doing the tunnel is useless when its backed up from 15th ave for over 2 hrs in the morning. Theres heaps of traffic from 7am onwards beyond stupid and effects 100's of people

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL945
First name	Leeann
Last name	Bassett
Individual or organisation	Individual
Organisation name	
Address 1	478R Ohauti Road
Address 2	RD3
City/Town	Tauranga
ZIP/Postal Code	3173

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Turrett Road bridge traffic congestion is a huge problem and one that I would like to see addressed as a priority. It takes me 45 minutes to get from Ohauti Road to Tauranga Boys college in then mornings as the traffic lights at Palmers only allow 3-4 cars in at a time. Then we all have to sit in traffic on the bridge at a snail's pace. This trip normally takes 10-15 minutes at most other times of the day.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL947
First name	Robyn
Last name	Glass
Individual or organisation	Individual
Organisation name	
Address 1	39 Levley lane
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The priority schedule of improvements needs to be amended. Numbers 11 and 15 need to be raised to a significantly higher priority, the accident rate now on the highway between Tga and Katikati is unacceptable, and the number of trucks going through Katikati town is becoming a very present danger, in what is a growing and thriving community. This town has a large number of retired/geriatric residents, most of whom are scared to park in their own town, due to the angle parking combined with the number of heavy vehicles continually on the main street. A heavy traffic bypass can only benefit this growing town. The number of accidents, injuries, and fatalities between Tauranga and Katikati needs to be addressed, very soon. A lowering of the speed limit on this road will not solve this. I believe that the lives lost, and those that will be lost until it is fixed, MUST come in at a higher priority than a cycle track.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL949
First name	Karen
Last name	Gemmell
Individual or organisation	Individual
Organisation name	
Address 1	76 Minden Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a concerned resident I am concerned at the lack of priority that has been indicated for the deadly stretch of road between Kati Kati and Tauranga. Living in Minden Road, we hear sirens weekly if not daily and sometimes multiple times a day. I have had two friends in the last 3 weeks that have had close contact with the major incidents that occurred at Youngson Road on March 3rd (first on the scene) and March 16 at Apata (lived 200m from the accident). We all live in fear of driving on this dangerous road, for ourselves and for our children, families and friends. Whilst we understand that there is 100% driver error involved in these crashes, the traffic environment is contributing significantly to the statistics of deaths, serious injured and minor injuries. The traffic environment is promoting risky behavior and increasing the likelihood of deadly crashes through poor design, time constraints, increased population and dangers that are exposed to motorist. It is disgusting that the most dangerous road in New Zealand, human life and safety has not been seen as a priority in the Western Bay or on a national level. This road impacts locals it impacts New Zealanders and it impacts tourists. It impacts residents and it impacts businesses.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL951"/>
First name	<input type="text" value="Toni"/>
Last name	<input type="text" value="Fowler"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="14 Kaimai View Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please put the Turret Road Bridge & 15th ave road widening project as top priority. Soooooo over the ridiculous traffic volumes & the one lane hold ups!

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL953
First name	Barrie
Last name	Price
Individual or organisation	Individual
Organisation name	
Address 1	18 Coleman Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State highway between Waihi and Tauranga including the Katikati bypass to be put on the top 1 to 5 list I came to Katikati 10 years ago and the traffic has got really worse. The amount of trucks and cars through KK and the long queues we all have to wait in not only in cars but waiting at our lights to cross the MAIN road is very very bad and the noise and exhaust fumes stink. As I understand this bypass has been going on for ages 20/25 years SO WHAT IS THE HOLD UP just get on with it all and stop pissing around with red tape take some responsibility for the people who are paying you high wages and dieing because you lot muck around with things which are not really important to us anyway. So please save peoples LIVES The longer you wait the moer expensive this road will cost or can't your committe see that Thank you Barrie Price.

Other comments:

JUST GET ON WITH THE BYPASS PLEASE	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL954"/>
First name	<input type="text" value="robin"/>
Last name	<input type="text" value="pierce"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="75a wills road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

This road needs top priority to improve - lower the speed limit now -but URGENCY needs to be given for a BY PASS - get the trucks off the road between Katikati and Tauranga - there is far too many drivers trying to overtake when it is gaining no benefit - needs top priority please

Other comments:

Document submission

Document submisison name

Submission ID	TPOL956
First name	Robert
Last name	Silson
Individual or organisation	Individual
Organisation name	
Address 1	81 Lund Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

RE: Draft Regional Land Transport Plan 2018 - Re-Prioritise the Katikati Bypass to the Top 5 I live in Katikati and regularly travel to Tauranga and Mount Maunganui. Over the last 5 years the road joining these towns has gone from often busy to seriously congested at almost any time of the day and is often gridlocked, especially from Te Puna heading South. This is one of the main roads in New Zealand carrying goods and people between The Port and Auckland: cars, camper vans, buses, huge double container trucks, logging trucks, are all being forced into a narrow, dangerous shared carriageway. There are two aspects of the need to upgrade these roads: ONE: The whole stretch of road between Mt Maunganui, through Tauranga to Katikati I see many situations of dangerous driving as frustrated commuters and travellers take risks that put all other motorists in jeopardy. It is not enough to recommend lower speed limits or driver education, as the many well-documented accidents indicate. One ill-judged manoeuvre can cause the the injury or death of totally innocent travellers. There are several notorious danger spots of which I am sure you have been advised, but particularly include: Waipuna Bridge flat, Te Puna Quarry turn-off Omokoroa turn-off, Whakamaramara corner, Apata 'curves'. TWO: Katikati Township Bypass The "Katikati Bypass" has been debated for, to my knowledge, 50 years, but the need to address this has become absolutely critical in the last 5 years or so. The main highway that carries the traffic as described above is the main road through town. A glance at the map shows that there is no easy or quick alternative route within the town basin. The town itself provides domestic retail and servicing for all the mechanical and commercial needs of a large farm and horticultural community. This means that the congestion of cars, vans, buses, huge truck and trailers, logging trucks and farm machinery bisects what should be a pedestrian haven in a dangerous, inconvenient and frustrating manner. The one set of lights provides one safe area for crossing the road at one end of town but does not help with parking anywhere within the township. Tourists must think twice before stopping to investigate the town which in turn affects it's commercial viability. Locals are constantly saying how uncomfortable it is to shop in their own town now; there just has to be some recognition of the need for communities in New Zealand to retain their 'heart'. Crucially we must not ignore that the fumes within the township from the thunder of trucks makes shopping in town an ever-growing health issue. Summary In a broader context, both these aspects of the road upgrade, which at best cause significant congestion, distress and delay, must cost the country millions of dollars in the waste of time and the consumption of fuel. Emergency services are stretched and communities suffer. It behoves any government department to prioritise with the big picture in mind. I request that the upgrade of the road, and particularly the Katikati Bypass, be immediately elevated in the Draft Plan to a top priority.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL957"/>
First name	<input type="text" value="Andrea"/>
Last name	<input type="text" value="Marsh"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="1491 S.H.2,"/>
Address 2	<input type="text" value="R.D.6"/>
City/Town	<input type="text" value="TePuke"/>
ZIP/Postal Code	<input type="text" value="3186"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret Road Bridge. And 15th Ave need to be moved up in priority as the Maungatapu improvements will undoubtedly increase the already unacceptable heavy traffic volume on 15th Avenue

Other comments:

Road user tax should be used for improving our roads. Regional Councils throughout New Zealand should be making this a non- negotiable for central government.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL958
First name	Jamie
Last name	Gemming
Individual or organisation	Individual
Organisation name	
Address 1	14 Gina Way
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please prioritize 15th ave/turret road in Tauranga. This is a major issue with regards to productivity. I use this road both in the morning and through out the day. It is horrendous and adds considerable time to my day which I then have to charge my clients for due to increased travel time. If it effects me and my business it must be the same for 000's of other business daily. This alone should bump it up the list of roading priorities more than anything else. 4 lanes from Cameron road to Turret Road. Don't just stop at 15th as it will cause a bottleneck again. Go the extra couple of hundred metres and do something right for once! Cheers

Other comments:

Spend my rates wisely as if they were coming out of your own pocket and not just some bottomless ratepayer chest of money!

Document submission	
Document submisison name	

Submission ID	TPOL959
First name	Chad
Last name	Wallace
Individual or organisation	Individual
Organisation name	
Address 1	3 Sunset Crescent
Address 2	Maungatapu
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The region's top two priorities should be four laning the Hairini Brudge/Turret Rd/15th Avenue and SH 2 to Katikati

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL961"/>
First name	<input type="text" value="Susan"/>
Last name	<input type="text" value="Lean"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="51"/>
Address 2	<input type="text" value="Mayor View Terrace"/>
City/Town	<input type="text" value="Waihi Beach"/>
ZIP/Postal Code	<input type="text" value="3611"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need to focus on - Not building more roads -Getting people into public transport AND safe cycling -Spending more on driver education AND penalties for unsafe driving around cyclists -Spending more not on off road cycling - but making ALL of our streets and roads safer for cyclists AND walkers

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL965"/>
First name	<input type="text" value="Helen"/>
Last name	<input type="text" value="Hull"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="6 Awanui Pl."/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL967
First name	Nigel
Last name	Watts
Individual or organisation	Individual
Organisation name	
Address 1	13 Cumberland Crescent
Address 2	Welcome Bay
City/Town	TAURANGA
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the improvements/extensions to the Turret Road bridge, and the widening of Turret Road / 15th Avenue, receive a much higher priority than currently given. The Welcome Bay to the CBD traffic is already a problem which will only get worse, and it will get much worse very quickly. The \$50 million plus already spent on the Hairini underpass will not be effective for Welcome Bay residents until this additional work is completed. Buses will not solve the problem. Please give my submission some serious thought before all traffic in this area comes to a complete standstill.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL969"/>
First name	<input type="text" value="Alarna"/>
Last name	<input type="text" value="Templeton"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="25 Waikite Road"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3116"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The welcome Bay, Maungatapu and Ohauti residents are affected by the roading not only during the week but weekends too. I feel that the amount of houses that have been built or are being built is only impacting the amount of cars on the road and it isn't catering for the needs of Welcome Bay residents. This road is often used by people traveling feonTe Puke ans Papamoa so is a main highway. It should be classed in the top 3 not placed at 18.

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL970"/>
First name	<input type="text" value="Sue"/>
Last name	<input type="text" value="Collier"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="21 Bateleur Close"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am very unhappy about the congested traffic trying to drive in and out of Welcome Bay each day. We are supposedly 18th on the LIST to have Turret road / 15th Ave remodeled to avoid the hideous congestion. This needs to be on the top of the priority lists please !! Tauranga is a rapidly changing/ growing city and needs faster flowing traffic and now with the new tunnel near completion it seems very obvious already that this is not a solution to the congestion unless Turrett road bridge and 15th Ave get altered ASAP ! Thanks Sue

Other comments:

Document submission

Document submisison name

Submission ID	TPOL971
First name	Irene
Last name	Maxwell-Curnock
Individual or organisation	Individual
Organisation name	
Address 1	15 Mulgan Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a resident of Katikati I want the bypass elevated from 15 to a priority in the top 5. As a resident of Katikati the large trucks that travel through the main street of Katikati are hazardous for a number of reasons they are really noisy and disruptive to our use of the shopping centre they are destroying our road. they are dangerous when crossing the road.

Other comments:

this bypass has been promised for a very long time

Document submission

Document submission name

Submission ID	TPOL972
First name	Anna
Last name	Kingston
Individual or organisation	Individual
Organisation name	
Address 1	35 McDonnell Street
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a resident of Omokoroa, I wish to submit that the proposed bypass from Katikati to Bethlehem become a higher priority on the Land Transport list of national roads/cycle ways to be completed. It is appalling that a cycleway takes precedence over SH 2. This particular stretch of SH 2 has the highest number of fatalities in the whole of New Zealand. My husband is a member of the Omokoroa Volunteer Fire Brigade. Sadly, he attends many of the MVAs on State Highway 2. Please, give serious consideration to this submission. My husband and I have lived in Omokoroa for 18 years. We have seen the volume of traffic grow increasingly over the years. SH2, in it's current state is simply no longer safe for the ever increasing volume of traffic. As Omokoroa grows to the planned population of 12,000, the traffic volume will become much, much greater. This is a matter of great urgency. Thank you for giving serious consideration to my petition. Yours sincerely Anna Kingston

Other comments:

I look forward to receiving a response to my submission.

Document submission	
Document submission name	

Submission ID	TPOL974
First name	Glenn
Last name	Sutton
Individual or organisation	Organisation
Organisation name	Industrial Symbiosis Kawerau
Address 1	Ranfurlly Court
Address 2	Private Bag 1004
City/Town	Kawerau
ZIP/Postal Code	3169

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

INDUSTRIAL SYMBIOSIS KAWERAU SUBMISSION ON: THE DRAFT BAY OF PLENTY REGIONAL LAND TRANSPORT PLAN 2018

1. Introduction The following is Industrial Symbiosis Kawerau’s (ISK) submission on the Draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP). Our contact details are: Name Glenn Sutton Organisation Kawerau District Council Address Private Bag 1004 Kawerau 3169 Telephone 07 3069009 Email glenn.sutton@kaweraudc.govt.nz Our submission concerns the following aspects of the RLTP:

- Rail including Kawerau-Murupara network;
- Regional Development;
- Activities (Prioritised and Activities Of Inter – Regional Significance).

2. Background to ISK ISK is a collaboration between different enterprises for which the geographic proximity of each allows for the sharing of resources, increasing the viability and competitive advantage of the other. ISK involves 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. Kawerau has the unique advantages of being a well-established wood processing centre and home to the world’s largest application of geothermal energy for direct industrial use. Further, it is strategically located having proximity to well-established road and rail transport infrastructure and to the Port of Tauranga. ISK aims to capitalise on this unique combination of factors by adopting progressive practices that embrace change, leading to a new industrial evolution of smarter, cleaner business. Members of ISK are varied and include wood/fibre processing; geothermal energy, industrial engineering, service businesses, Maori business groups and the Kawerau District Council.

2.3.4 Rail ISK is pleased to see the increased emphasis on Rail as a transport mode and its important role in delivering against key drivers and objectives in the Plan, namely:

- Economy - freight growth in wood processing, horticulture and aquaculture in the Eastern Bay;
- Environment - transport emissions, network resilience, and water quality;
- Technology - electric and autonomous vehicles, freight efficiencies, road user safety; intelligent traffic management.

Vision and Objectives Rail as a mode delivers strongly across all of the RLTP Objectives - in fact increased rail use for freight is arguably the most effective single initiative for return on investment across all objectives. We can also note that for rail to achieve its full place in efficient freight movement, it must be priced competitively and fairly against other modes. We understand that one of KiwiRail’s current policies has the effect of militating against investment in new technology. The policy in question requires full depreciation where new rolling stock is implemented, while not requiring the same for the re-purposing of existing stock. A longer term perspective needs to be taken.

Projects ISK supports the following projects for priority inclusion in regional planning and investment activities:

- Electrification of the ECMT and, preferably, the balance of the Upper NI network.

Electrification of the ECMT between Murupara and Hamilton is made all the more viable by:

- The excess supply capacity for geothermal energy from the Kawerau geothermal field and its clean green, sustainable nature. We believe the latter can be exploited as a key export products attribute, completing the clean, green processing energy input to manufacturing industries at Kawerau, with clean transport to the export Port at Tauranga.
- Existing heavy engineering industry at Kawerau, with experience in geothermal, electrical and rail rolling stock.
- Double-tracking of the ECMT is less of an issue to the east of Tauranga, as KiwiRail has invested in the extension of passing loops on this part of the network, to the extent that we understand will support the doubling of even trebling of journeys on the Kawerau/Tauranga line. The capacity of the Murupara to Kawerau section may need examination with the very large

freight generators of bottled water and log debarking planned at Murupara. •Developing rail sidings to support the proposed intermodal Kawerau Container Terminal (KCT). The KCT is recognised as having the potential to be a significant regional asset that will be able to serve a broad variety of exporters across the Eastern BoP. Recent interest by potential users indicates that a volume of up to 96,000 20ft-containers (~20 trains per week) could be handled through the terminal, annually - with the Port of Tauranga as the primary destination. Further, the terminal is proving to be an enabler/attractor for new industries considering establishing in the Eastern BoP.

2.4.2 Regional Development ISK supports the inclusion of the new section on Regional Development in the Plan and fully agrees with the identification of the critical role that transport infrastructure plays in the realisation of the region’s economic and therefore social and community opportunities.

6.11 Kawerau - Murupara ISK fully supports the identification of rail network investment to encourage increased use of ECMT for freight in the immediate to near future as being an appropriate strategic response to optimising the network. As we have mentioned earlier in our submission, 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.

7.4 Prioritised Activities The RLTP correctly identifies SH2 as being the “...shortest route and the main economic and social lifeline between the Bay of Plenty and Gisborne”. We believe that the highway will assume an increasingly important role with the expected large-scale developments occurring in/around Opotiki and further east - particularly aquaculture and horticulture. Further, there is potential for greater volumes of products to be transported from Gisborne to the Bay of Plenty. Many of these products (such as logs, wood and horticultural products) would be export-bound and subsequently, will contribute to regional growth. However, we suggest that are two significant “bottle-necks” to efficient traffic flow between Opotiki and Whakatane: the Waimana Gorge and the existing, single-lane Pekatahi Bridge. Maintaining a high level of highway accessibility and resilience is critical to ensuring that the increasing volumes of heavy traffic have minimal disruption and subsequently, the viability of the planned and potential future growth in the Eastern BOP. Consequently, ISK strongly supports the identified State Highway Improvements to the Waimana Gorge as being included as a prioritised activity in the RLTP. Similarly, we suggest that upgrading or replacement of the Pekatahi Bridge to a two-lane structure should be also be included in this section of the RLTP - ideally, to be completed in tandem with the Waimana Gorge improvements. We note that two cycling activities have been introduced to the Plan, but are as yet not prioritised. As the extension westwards of the Motu Trails is a key step in the Eastern BOP Cycleway strategy aspirations to connect Rotorua/Kawerau/Whakatane/Motu Trails, we support the timely prioritisation of Opotiki to Ohiwa Cycle Trail activity in the Plan.

7.6 Activities Of Inter – Regional Significance ISK supports the identified resilience/road safety works to SH2 and SH35 (Opotiki to Gisborne), for similar reasons as mentioned above regarding section 7.4 Prioritised Activities. Importantly, such works on SH35 will help maintain the continued strategic access that is essential for enabling the on-going success of the extensive horticultural developments planned for the Omaio and Te Kaha areas.

Other comments:

N/a

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL975"/>
First name	<input type="text" value="Sam"/>
Last name	<input type="text" value="Dunlop"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="252 D Kauri Point Road,"/>
Address 2	<input type="text" value="R.D.3,"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL978
First name	Lisa
Last name	Edmonds
Individual or organisation	Individual
Organisation name	
Address 1	32 Gill Lane
Address 2	Te Puna
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is New Zealand's 2nd major Highway through the BOP and is an infrastructure project which would benefit the entire regions population and all visiting New Zealanders and Tourists to the area. The current road west of Tauranga City is predominantly one lane each way from Bethlehem to Waihi. There are so many hazardous intersections, blind crests, ditches, narrow shoulder sections as well as loose metal on the edges of the Highway and many 'patch up jobs' along this major highway – it makes for shaky and extremely dangerous driving conditions. When I drive this road from Te Puna to Auckland (which I do regularly) I think of it as no more than a bullock track. Our SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for the Port of Tauranga including Kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-our commuters and school traffic, school buses and ever increasing numbers. It is also used by people of all ages as a local regional and nation road because it is the only option for Western satellite communities visiting the city of Tauranga. SH2 is no longer a safe and or is fit for purpose as evidence has proved by the number of fatal collisions in the recent years. In August 2017 the AA released an NZTA list of New Zealand's most dangerous roads, based on crash rate data from 2012 – 2016. SH2 from Katikati to Tauranga topped the fatalities with 18 deaths, 35 serious injuries and 95 minor injuries. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between four and 19 serious injuries and between 25 and 60 minor injuries. For the sake of comparison – on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003 there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 238 non-injury crashes. That is according to a BOP Times new article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016 so has the number of deaths of this road. SH2 Katikati to Tauranga is already overloaded and yet groundwork is underway for hundreds of additional local dwellings, particularly in Omokoroa's designated Special Housing Area and in Katikati. Volunteer Fire fighters, emergency medical fire responders and St John Paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision making behaviours. However, consider the changes made on SH2 at Maramarua in recent years. www.nzhearld.co.nz/nz/news/article.cfm The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame free people are among those being affected by all of the above. For the sake of the community I ask for an urgent review of the speed limits and propose an 80Kph max from Waihi to Tauranga pending the installation of a median barrier and the construction of new roads. The interim safety measures are widely regarded by the community as a lag in Regional Council responsibility and provides no protection for their community. The BOP Regional Council needs to represent the interests of those living in this region and respect those who have died on the section of SH2 which they are responsible for. The top five positions in the Regional Land Transport Plan should include promoting the extension of the Taurangn Northern Link (the old Route M) four lane project through to Omokoroa 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 and long term infrastructure in the Western Bay and Tauranga sub-region, where growth has out grown all roading 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! Unless these arguments and concerns are taken seriously, campaigners are committed to escalate protest action and possibly civil disobedience.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL980
First name	Pieter
Last name	Van Lierop
Individual or organisation	Individual
Organisation name	
Address 1	32 Gill Lane
Address 2	Te Puna
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is New Zealand's 2nd major Highway through the BOP and is an infrastructure project which would benefit the entire regions population and all visiting New Zealanders and Tourists to the area. The current road west of Tauranga City is predominantly one lane each way from Bethlehem to Waihi. There are so many hazardous intersections, blind crests, ditches, narrow shoulder sections as well as loose metal on the edges of the Highway and many 'patch up jobs' along this major highway – it makes for shaky and extremely dangerous driving conditions. When I drive this road from Te Puna to Auckland (which I do regularly) I think of it as no more than a bullock track. Our SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for the Port of Tauranga including Kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-our commuters and school traffic, school buses and ever increasing numbers. It is also used by people of all ages as a local regional and nation road because it is the only option for Western satellite communities visiting the city of Tauranga. SH2 is no longer a safe and or is fit for purpose as evidence has proved by the number of fatal collisions in the recent years. In August 2017 the AA released an NZTA list of New Zealand's most dangerous roads, based on crash rate data from 2012 – 2016. SH2 from Katikati to Tauranga topped the fatalities with 18 deaths, 35 serious injuries and 95 minor injuries. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between four and 19 serious injuries and between 25 and 60 minor injuries. For the sake of comparison – on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003 there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 238 non-injury crashes. That is according to a BOP Times new article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016 so has the number of deaths of this road. SH2 Katikati to Tauranga is already overloaded and yet groundwork is underway for hundreds of additional local dwellings, particularly in Omokoroa's designated Special Housing Area and in Katikati. Volunteer Fire fighters, emergency medical fire responders and St John Paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision making behaviours. However, consider the changes made on SH2 at Maramarua in recent years. www.nzhearld.co.nz/nz/news/article.cfm The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame free people are among those being affected by all of the above. For the sake of the community I ask for an urgent review of the speed limits and propose an 80Kph max from Waihi to Tauranga pending the installation of a median barrier and the construction of new roads. The interim safety measures are widely regarded by the community as a lag in Regional Council responsibility and provides no protection for their community. The BOP Regional Council needs to represent the interests of those living in this region and respect those who have died on the section of SH2 which they are responsible for. The top five positions in the Regional Land Transport Plan should include promoting the extension of the Taurangn Northern Link (the old Route M) four lane project through to Omokoroa 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 and long term infrastructure in the Western Bay and Tauranga sub-region, where growth has out grown all roading 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! Unless these arguments and concerns are taken seriously, campaigners are committed to escalate protest action and possibly civil disobedience.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL982	Wish to speak Yes
First name	Karin	
Last name	Brown	
Individual or organisation	Individual	
Organisation name		
Address 1	75 Hamurana Road	
Address 2		
City/Town	Omokoroa	
ZIP/Postal Code	3114	

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Karin Brown

Other comments:

I wish to speak at the meeting re interim safety measures on SH2.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL983"/>
First name	<input type="text" value="Vanessa"/>
Last name	<input type="text" value="WRIGHT"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="45 Discovery Ave"/>
Address 2	<input type="text" value="WELCOME BAY"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

15th ave and turret road in tauranga need to be brought up in the priorities on your order. There is so much land to be built on in Welcome Bay and Ohauti and the impact on getting to work and schools is intense already...let alone in years to come. This corridor needs action and soon please!

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL984"/>
First name	<input type="text" value="Russell"/>
Last name	<input type="text" value="Morris"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="42 Highfields Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I urge the WBOPRC to elevate the priority for the Katikati Bypass from 15 to the top 5. The volume of traffic through Katikati is at a level where entering and exiting the Main Highway is hazardous and pedestrian safety is severely compromised. I understand that if work on a Bypass were to start today it would be at least 3 yrs. before completion. On current projections ,traffic volumes in that time would be at a level approaching gridlock and and movement in the retail area,both vehicular and pedestrian impossible. Please give my submission your serious consideration.

Other comments:

<input type="text" value="No"/>
Document submission <input type="text"/>
Document submisison name <input type="text"/>

Submission ID	TPOL986
First name	Liz
Last name	Turnbull
Individual or organisation	Individual
Organisation name	
Address 1	341 Wright Road
Address 2	RD4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 needs to be given priority for upgrading and safety improvements. The road is no longer able to cope with the vast volume of traffic that is travelling on it at all times. Not only has the road become increasingly dangerous but it is having an economic impact on our region due to loss of life, injuries and delay times for travel while people spend more time sitting in traffic while trying to get to work and school. With so many side roads linked to SH2, few safe turning lanes/bays, farm vehicles on roads and a rapidly growing population, this road has become inadequate to cope and one of the most notoriously dangerous roads in New Zealand. Immediate issues need to be addressed: Speed limits revisited e.g 70km Te Puna, Whakamarama and Omokoroa intersections 90km from Omokoroa to Katikati or 80 km if deemed necessary. Medium barriers for SH2 between Tauranga to Katikati to minimise head on accidents. The barriers place along the passing lanes between Wainui South Rd and Work Rd have proved very effective and have reduced head on accidents. Omokoroa intersection needs to be addressed. Northern arterial route previously planned for to continue. 4 lanes between Tauranga and Katikati planning to continue. Please can someone address why planning permission can be given by councils for the vast number of sections being built in Omokoroa and also Katikati with no planning for infrastructure.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL987
First name	James
Last name	McConnachie
Individual or organisation	Individual
Organisation name	
Address 1	15 Preston Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati Bypass We would request that the above is moved up the priority list and certainly above the cycleway. I feel that the need for the bypass is even greater now due to the increased volume of traffic and the negative impact this is having on our town and its citizens. (Health and safety, exhaust emission, noise, parking etc). These issues will only increase with development of rural towns, the Port of Tauranga and logging in the Coromandel and other areas, and of course the goods truck and trailers which increase in size as time goes by. These huge trucks trundle through town, having to stop at the lights to allow pedestrians to access the shops, which I am sure they could do without. (A good proportion of the town is on the opposite side). We would like our town back please.

Other comments:

Please listen to us as citizens	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL988"/>
First name	<input type="text" value="Jacqueline"/>
Last name	<input type="text" value="Unsworth"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="42 Bertrowe Dr"/>
Address 2	<input type="text" value="Ohauti"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Turret Road Bridge in Tauranga needs to be widened BUT not at the expense of the historic row of Pohutakawa Trees that line the shore line. They are iconic to Tauranga. Thanks

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL990
First name	jamie
Last name	mascall
Individual or organisation	Individual
Organisation name	
Address 1	46 Martray rd
Address 2	RD3
City/Town	KATIKATI
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the katikati bypass elevated from priority 15 to a top 5 priority because the large volume of vehicles and the amount of large trucks traveling through the township has made it very unsafe for pedestrians and vehicles using kk township.

Other comments:

none

Document submission

Document submission name

Submission ID	TPOL991
First name	JOHN NOEL GEORGE
Last name	HETHERINGTON
Individual or organisation	Individual
Organisation name	
Address 1	36a Beach Rd, Katikati
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

RE : The Katikati Bypass. / I wish to express an opinion based within the context of a heavily congested Main Street of Katikati. Some safe improvement has occurred since the Traffic lights were installed in the central location. The use of State Hwy 2 and the Locality has changed drastically in recent years. Not even a parking space is readily available in what was previously a small town. Indicative - when the lights are red / it is quite common for traffic (traveling South) to be backed up from the center of town to well past Beach rd & a similar context with traffic traveling North. I`d even like to see a shuttle bus system (localised in Katikati)/ as alternative local transport for local and elderly people. However with respect to the Bypass I certainly would like to see the Katikati Bypass priority raised from priority 15 - to a priority in the top 5. THanking You JNGH.

Other comments:

NO COMMENT	
Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL992"/>
First name	<input type="text" value="Louise"/>
Last name	<input type="text" value="Laing"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="467D Omokoroa Road, RD2, Omokoroa"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Omokoroa highway project currently sits at #11 on the priority list in the Draft Regional Land Transport Plan. This needs to shift to the Top 5! The SH2 road between Omokoroa and Tauranga is heavily congested and there has been several accidents causing injury. Omokoroa development projects have been approved by council without properly considering the impact on resources. Increasing population without adequate transport and roading services is not a desirable outcome for the region and may result in more accidents and congestion.

Other comments:

Please ensure that the Bay of Plenty region remains attractive and beautiful as you go forward and plan our future city's growth. Consider better protecting our natural resources.

Document submission

Document submission name

Submission ID	TPOL993
First name	Jo
Last name	Hurley
Individual or organisation	Individual
Organisation name	
Address 1	240 Ballintoy Park Drive
Address 2	RD5
City/Town	TAURANGA
ZIP/Postal Code	3175

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Chapter 7 No. 18 15th Ave and Turret Road.... this should be further up the list in the top 5.... that small bridge feeds into 3 large suburbs. All the current road works is only going to move the bottle neck down the road to the bridge. The traffic leaving Welcome Bay in the morning is a lot worse than it was last year. It is taking up to an hour to do a 9km trip (Ballintoy Park drive to Cheyne Road). I can't understand why it is so much worse this year. Last year by leaving at 7.20am I could at least get to Kaitemako Road, now I'm lucky if I'm past Oteki Park Drive. Surely this improvement needs to be further up the list.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL995
First name	Michele
Last name	Walker
Individual or organisation	Individual
Organisation name	
Address 1	31 Levley Lane
Address 2	Katikati 3129
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati ByPass or the lack of..... It is unacceptable that this is presently sitting at no 15 on your priority and it needs to be in the TOP 5. The issue has been dragging on for years and is only getting worse, by the huge increase in homes, businesses and the Tauranga Port in the entire Bay of Plenty Region. It seems OK for the authorities to approve more sections for more homes = more people = more vehicles with no increased or improved infrastructure. It is a huge Health and Safety issue for residents. We are unable to park safely and get out of our cars safely. The noise and fumes are at an exceptionally high level, we are breathing this air subjected to this noise. It is such that businesses can not operate with doors open, we cannot enjoy an outdoor cafe culture and these businesses are therefore not attracted to Katikati. It is holding back the township from positive development and tourism.

Other comments:

This needs to start now, for the safety, health and well being of the citizens of Katikati .

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL996"/>
First name	<input type="text" value="Danielle"/>
Last name	<input type="text" value="Fong"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="57 Forrester Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Turret Road bridge widening etc must be brought forward, it is not only a problem at peak times, the volume of traffic thru the area makes it unsafe for other road users as well as cyclists.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL997"/>
First name	<input type="text" value="Craig"/>
Last name	<input type="text" value="Goodwin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2/29 Clarke Street Gate Pa"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL999"/>
First name	<input type="text" value="Zena"/>
Last name	<input type="text" value="Clark"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="33 Western Ave, RD 2"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1000"/>
First name	<input type="text" value="John"/>
Last name	<input type="text" value="Rowlandson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="297E Ross Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We are highly concerned with the safety of SH2 since the mainly single lane highway has, reportedly, one of the highest traffic flows of any State Highway in NZ that has not been upgraded to four lane standards. We believe the Omokoroa development should not have started before SH2 was of a standard to handle this traffic. This should now be fixed before Tauriko is prepared for its potential expansion. Therefore, we believe that on page 13 of the full draft plan, the priorities 1 and 11 should be reversed so that the mess that already exists here is corrected now. SH2 is a very dangerous stretch of road. Since we've lived in the area (18 months) we've seen at least a dozen minor and half a dozen major crashes - just on the stretch between the Omokoroa turnoff and Wairoa Bridge. It seems incredible that this state of affairs is being allowed to continue on a major arterial road, that carries all the traffic between Auckland and Tauranga. We have seen the traffic increase just in the short time we've lived here, some of our neighbours have to leave home before 6.30 am to ensure getting to work by 8.00 am, for what should be a 15 to 20 minute drive. If you were to leave after 7.30 you wouldn't get to Tauranga central until 8.30, simply because of the weight of traffic. The worst congestion is at the bottom of Te Puna Station Rd, where it meets the Wairoa Bridge, and that's simply because of the amount of cars using Snodgrass Road as a cut-through to avoid the Te Puna intersection. If there is an accident, the subsequent traffic snarls can last literally for hours, as there is no alternative route.

Other comments:

The future economic and regional growth of the Western Bay and wider regions depend on a smooth transportation flow. The population boom that has occurred in the area in the last few years has put huge pressures on all local infrastructure, but none so acute as the pressure on SH2.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1001
First name	Karen
Last name	Summerhays
Individual or organisation	Individual
Organisation name	
Address 1	3/9 Oroua St
Address 2	
City/Town	Te Puke
ZIP/Postal Code	3119

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I want to see see better access to Te Puke, I appreciate that the Te Puke highway is now a WBOPDC concern but the cross boundary issues with TCC has to be addressed. TCC and the other SmartGrowth partners have to recognise and take responsibility that the development of the Te Tumu area and the Rangiuru industrial area will impact on traffic within and around Te Puke. The TEL has not solved Te Puke's connectivity issues. The things that are missing that need to be included in future planning are: Off road cycle/walkway from Te Puke to Te Maunga (including a solution to the dangerous situation cyclists encounter at the Welcome Bay, Domain Rd and Bell rd intersections). _ this could be partly achieved by building a cycleway on the Waiari water supply easement. The inclusion of the Kaituna Cut access way with a connection from Te Tumu to Te Puke. Cycleway from Te Puke to Rangiuru. Better coordination regarding the provision of public transport and the roadside infrastructure (e.g. bus stop shelters, park and ride places) needs to be in place between the BOPRC and the territorial authorities.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1003"/>
First name	<input type="text" value="Angela"/>
Last name	<input type="text" value="Heyward"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="94 Resolution Road"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The money being spend on Maungatapu underpass is wasted unless something is done about Turret road and the bottleneck on 15th Ave / Turret Rd is reduced.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1005"/>
First name	<input type="text" value="Elaine"/>
Last name	<input type="text" value="Robetson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="41 Highfields Dr"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the priority of the bypass to be escalated to be in top 5 minimum. I live on Highfields Drive, and it is increasingly dangerous to leave home. As the council in their wisdom, has now added more than 50 new homes to be built in this area, it will be a nightmare, not to mention the danger once we get to our village, with large trucks constantly driving through a narrow street. One death already is one too many!!

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1007"/>
First name	<input type="text" value="Michael"/>
Last name	<input type="text" value="Homersham"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="91b Margaret drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am very concerned that it appears the upgrading to SH2 between Te Puna and Omokoroa is going to be bumped down the list in order of priority. The road has become so congested with traffic and it is very difficult for residents to merge with the traffic on SH2. Also, the number of crashes and deaths on this stretch of road is very frightening, and I really hope that this statistic will be taken into account. Thank you for your time.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1008"/>
First name	<input type="text" value="Scott"/>
Last name	<input type="text" value="Mcleod"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="14 Ngamotu Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Mt Maunganui"/>
ZIP/Postal Code	<input type="text" value="3116"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Both the road to Katikati and Turret Road should appear very high on the priority list. Both these roads place significant stress on the community and are a huge traffic issue. We need to address them now before further transport pressure is applied to Hewlett's road and Tauriko/Lakes roundabout in the future which will multiple the issues. Bows the time to act.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1009
First name	Anna
Last name	Macdonald
Individual or organisation	Individual
Organisation name	
Address 1	34 Preston drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please elevate the Katikati bypass from priority 15 to a priority in the top 5. There are too many accidents and I put my life and the lives of my children at risk when we drive on the Katikati to tauranga highway at least three times a week. I feel for the ambulance and police having to attend to so many horrific traffic incidents on this highway. There are too many country roads coming onto and off the highway, it is so dangerous.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1012
First name	Angela
Last name	Forbes
Individual or organisation	Individual
Organisation name	
Address 1	5 Portland Street
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Welcome Bay housing is extending and the road infrastructure to support new builds is not keeping pace, the new tunnel will not have an impact on transport flow without improvements to Turret Road also. I'm currently a stay at home mother who is delaying returning to work due to the delays reaching the CBD in rush hour, I expect many individuals are in similar situations which will adversely impact Tauranga's economic growth and this needs to be considered alongside cost of prioritising this development. The regional council should be transparent on the cost benefit analyses which have placed the Turret rd improvements 18 in the list, it should certainly be in 'top 5' .

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1013"/>
First name	<input type="text" value="Cheryl"/>
Last name	<input type="text" value="Johnston"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8/46"/>
Address 2	<input type="text" value="Sharp Rd RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Yes definitely. I am shocked to see that the Katikati bypass has been downgraded to 15 on the list. This is a town in a desperate situation. It is impossible to hold a conversation, eat outside, conduct anything outside in the main street as there is so much traffic congestion and most importantly, large trucks flowing through. It is so unhealthy for the shop keepers who must endure the noise and pollution. As a home owner I can get away from this but they are stuck. We desperately need this bypass upgraded to at least 5 on the list of importance. Even is this is upgraded it will be at least 3 years before anything happens, shame on the people who have made this unimportant. Thank you.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1016
First name	Hine
Last name	Nicholas
Individual or organisation	Individual
Organisation name	
Address 1	572 Old Highway
Address 2	RD8
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 between Waihi and Bethlehem needs to be on the top of the priority list to be upgraded before more lives are lost. My step daughter was involved in an accident in which three people died on this stretch of road, me and my partner drove to the accident scene once we got a phone call and the scene of the accident was horrific. We are all still traumatised by this event and would hate for it to happen to anyone else. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years:

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. Signed, Hine Nicholas PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE.

APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source:

<https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1017
First name	Janet
Last name	Reid
Individual or organisation	Individual
Organisation name	
Address 1	98C Munro Rd
Address 2	RD 7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years:

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Regards Janet Reid

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1018
First name	Deborah
Last name	Rose
Individual or organisation	Individual
Organisation name	
Address 1	54 The Esplande
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Northern link needs to urgently become a top priority as does a new interchange at the end of Omokoroa road. This is a pressured roading system and council have designated Omokoroa a key growth area. The new population going from 3000 people up to 12,000 all exiting Omokoroa out one little exit and heading along one road into Tauranga for work and shopping is absolutely beyond crazy. People are already being killed at the pressure points on this road. Accidents or activities at the marae in Bethlehem delay a main state highway in a way that we only ever saw in the past at the peak Christmas new years influx. I myself was hit from behind just last week turning out of that Omokoroa, State highway interchange and was nearly pushed into 100km traffic. You can not ignore the need for a major link from Tauranga to Omokoroa and ultimately Katikati. Both are growing satellites and we are already behind on the infrastructure. I know they are planned but they need to start this year before all the next stage of houses are there and competing for road space.

Other comments:

This direction has been put off for too long and people are suffering mentally and dying because of it. Council and NZTA must act

Document submission	
Document submission name	

Submission ID	TPOL1020
First name	Alison
Last name	Jeffcoat
Individual or organisation	Individual
Organisation name	
Address 1	31 Uretara drive
Address 2	-
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have lived in Katikati for over 40 years and am disappointed that 30 years ago we were around the 15th on the list to do the by-pass, so we have come no further on the list in 30 years so what have we been waiting for. The traffic in this time has quadrupled and now especially Friday afternoon and holidays we are unable to get out onto state highway 2 this problem will be compounded shortly with the subdivision at the beginning of Highfields nearing completion. The traffic backs up approximately 5 km each side of Katikati, several times the traffic department have found it necessary to put up a sign on the Tuapiro straight excusing the wait they are experiencing. The heavy traffic through our busy little town is treacherous, it is such a shame we have to have fatality to go up on the list when this is a fix that has to happen at some stage and considering you already own 90% of the land it might as well be now nothing will be getting cheaper.

Other comments:

not at this stage

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1021"/>
First name	<input type="text" value="Rick"/>
Last name	<input type="text" value="Waddicor"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="107 Forrester Dr"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1022"/>
First name	<input type="text" value="Kristen"/>
Last name	<input type="text" value="Joiner"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="43 Harvey Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

Tauranga will be left behind if we continue to be known as the most car-reliant city in NZ. The economic future belongs to vibrant walkable cities.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1023
First name	Morgan
Last name	Pheloung
Individual or organisation	Individual
Organisation name	
Address 1	258c Beach Road
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today. The volume of traffic passing through Katikati has increased exponentially over the 15 years we have been living here. The main road through the town struggles to cope with this increased traffic volume. The increased traffic volumes have; a) created safety issues for the local residents b) caused unnecessary delays to locals and the travelling public alike c) increased the cost of freight The Bay of Plenty and is one of the fastest growing areas in New Zealand and along with Hamilton & Auckland probably account for over 60% of the GDP. The safety and convenience of the travelling public should be priority for NZTA and the Regional Council as such it is imperative the Katikati Bypass be built as soon as possible. We require the Regional Project List to reflect the urgency of this issue and I want to see the Katikati Bypass moved into the top 5 priority projects for the Bay of Plenty. Construction of the project will take several years so it is imperative that the project be started as soon as possible. I am also very concerned about the safety of the travelling public on SH2 between Katikati and Tauranga. The volume of traffic passing using SH2 between Katikati and Tauranga has increased exponentially over the 15 years we have been living here. The highway has struggled to cope with this increased traffic volume. The decision to increase the population density of Omokoroa and to a lesser extent Katikati has also added to the increased demand on the road, something the planners may have failed to recognise. It is now time to address these issues before more people are killed on this stretch of highway. The increased traffic volumes have; a) created safety issues for the all road users b) caused unnecessary delays to locals and the travelling public alike c) increased the cost of freight The safety and convenience of the travelling public should be priority for NZTA and the Regional Council as such it is imperative the proposed 4 Laning of the highway be implemented as soon as possible.

Other comments:

Please get on and build the roading network we need as soon as possible

Document submission

Document submission name

Submission ID	TPOL1025
First name	Graham
Last name	Glover
Individual or organisation	Individual
Organisation name	
Address 1	163 Park Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. The Congestion and Chaos created by the lack of a much needed Bypass causes impossible backlogs and this in turn causes Accidents, and Deaths, and unacceptable delays, and needlessly congests the Katikati Town Centre. State Highway 2 from Tauranga to Katikati needs urgent attention to increase the safe flow of traffic, and prevent an increased Accident Rate. Elevating the Katikati Bypass to at least to the Top 5 on the list is a sure way of reducing Accidents and keeping traffic flowing safely and efficiently.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL1029
First name	Vicki
Last name	Davies
Individual or organisation	Individual
Organisation name	
Address 1	Davies
Address 2	17 Te Arawa Place
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Turret Road, 15th Ave project needs to be prioritized to no 3 instead of no 18.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1030"/>
First name	<input type="text" value="Alison"/>
Last name	<input type="text" value="Jeffcoat"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="31 Uretara Drive"/>
Address 2	<input type="text" value="-"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to comment on the proposed low priority of the Katikati bypass. I have lived in Katikati for over 40 years. 30 years ago we were around the 15th on the list of priority and it appears we haven't shifted in 30 years. Living in Highfields at busy times of the week we have a long wait to get out onto state highway 2 and this problem is only going to be compounded as the nearly finish highfield subdivision is completed. At holiday times the back log of traffic can be 5km each side of katikati at these times the transport department find it necessary to place a sign on the Tuapiro straight excusing the wait. Our little town has a treacherous street it is a shame we have to have fatalities to shift up on list of priorities. Please elevate Katikati bypass to one of the top 5 .

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1031"/>
First name	<input type="text" value="Mike"/>
Last name	<input type="text" value="Howell"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="269 Tanners Point Road,"/>
Address 2	<input type="text" value="RD1,"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We in the Katikati area need the Katikati bypass elevated from priority 15 to the top 5. The bypass is necessary because: the noise and congestion is making shopping in Katikati unbearable, and the congestion for heavy and light traffic on SH2 caused by the town is increasingly unacceptable to motorists, and The dangers of having one of NZ's busiest highways passing through the town are increasing yearly, and we have been waiting long enough. It is too easy to promise and so easy to not deliver. Please deliver for us before some one is hurt or killed on the road through our little town

Other comments:

Traffic flows on SH2 indicate that all SH2 projects are required urgently.

Document submission

Document submission name

Submission ID	TPOL1033
First name	June
Last name	McVeigh
Individual or organisation	Individual
Organisation name	
Address 1	1/ 19 Heron Crescent
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project List to reflect this...I want to see the KATIKATI BYPASS in the TOP 5 PRIORITY PROJECTS FOR THE BAY OF PLENTY..Even if construction was started today, it would take another 3 years to complete, which will be 3 years of traffic congestion misery for the Katikati Community.....We back onto the main street and the TRUCKS that come along into town are CRASH BANGING ALL HOURS OF THE DAY AND NIGHT...They seem to be worse at night as if going faster than the allocated 50km.... As for DAY TIME DRIVING the TRUCKS ARE STILL TRAVELING TOO FAST ALONG THE CENTRE OF TOWN....Cars are trying to pull out of angle parking and next thing one hears a truck on the air horn...Well you can imagine how an elderly person would almost jump out of their shoes....The traffic congestion going through town anytime of day is bedlam and as for weekends and holiday time, it trebles...So PLEASE COME ON PEOPLE...This is also the cause of frustration of drivers error further along the HIGHWAY with UNNECESSARY CRASHES....BETWEEN TAURANGA AND WAIHI....Regards June...

Other comments:

No..ive said my mind ..Thankyou

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1034"/>
First name	<input type="text" value="Warren"/>
Last name	<input type="text" value="Jeffcoat"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="31 Uretara drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Katikati bypass to be elevated from a priority 15 to top 5. The town is being clogged with the amount of traffic in recent years to the detriment of the town and the expense in time and money to the travelling population.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1035"/>
First name	<input type="text" value="Roland (Brian)"/>
Last name	<input type="text" value="Anthony"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="29 Longmynd Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass has been on the agenda for many many years. One only has to see the constant terrible traffic through our lovely town during most of the day. The idea that it should take up to and probably longer than 10 years is a terrifying thought. The traffic is unbearable for Katikati vehicle owners, unbearable for car parking and is one of the main reasons that Katikati has few decent shops. The bypass needs to be undertaken over 1 or 2 years, and need to be in the top 5. Brian Anthony

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1036"/>
First name	<input type="text" value="Kylie"/>
Last name	<input type="text" value="Brown"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Ridgemount Terrace"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am commenting regarding the Turret Road bridge and connection up to 15th Avenue. We travel out of Welcome Bay and into town every day in crawling traffic. This is predominantly due to the merging and heavy traffic flow over the bridge onwards. We have been informed that the job of changing this is years away being at number 18 on the list of roading changing. This needs to be far more urgent and as far as we are concerned and in full support or what all residents of Welcome Bay, Ohauti and Maungatapu will agree and Todd Muller has clarified, needs to be pushed up into the top 3!! The tunnel is a great start but it will not eliminate the problem. Two lanes all the way will.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1038"/>
First name	<input type="text" value="Robin & Amanda"/>
Last name	<input type="text" value="Kilford"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="9 Fairview Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati main road traffic density is high and climbing as time goes on. I have been driving for nearly forty years and am a confident and accomplished driver. However the volume of traffic is such that simply backing out of virtually any car park in the town is becoming extremely difficult and dangerous, particularly if a van or four wheel drive is parked to your left. To safely see if the road is clear to reverse has become near impossible. The volume of traffic is simply often overwhelming. My wife has multiple sclerosis so we often have a requirement to park close to the necessary shop and the large traffic volume often means there are no disability parks available. She struggles unnecessarily to perform what should be a relatively simple task. She no longer drives partly because the volume of traffic has become so absurdly busy. Katikati needs a bypass NOW! There are a large number of heavy transport vehicles moving through and these increase the traffic hazards as well as causing a serious irritation to enjoyment of the town through noise, vibration, dust, banging and crashing - particularly (but not restricted to) the logging trucks. Older drivers I have observed really struggle with the current traffic situation, and Katikati has a disproportionately large population of retirees. The situation needs to be addressed before a serious accident happens in Main Street.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1039"/>
First name	<input type="text" value="Peter"/>
Last name	<input type="text" value="Sherwin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="95 Elmwood Road, RD2"/>
Address 2	<input type="text" value="Aongatete"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the W2T Katikati Urban (previously Katikati Bypass) given higher priority. Currently the road through the townships can lead to traffic build up and delays of up to an hour. Add to this inconvenience and associated cost, the safety aspect of high volumes of cars and trucks in a narrow urban street.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1041
First name	Sue
Last name	Dobson
Individual or organisation	Individual
Organisation name	
Address 1	61 Hamurana Road
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

CHAPTER 6 I believe that safety improvements need to be prioritised NOW on the SH2 between Waihi and Tauranga in order to help prevent the road traffic accidents that are occurring on an almost daily basis. These accidents are primarily due to the highway not being fit for the increased amount of traffic we are experiencing due to the ever increasing population to the area as a whole. The Northern Link needs to be installed sooner rather than later before many more lives are lost and people injured in road accidents on this very dangerous stretch of road.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1042"/>
First name	<input type="text" value="Hayley"/>
Last name	<input type="text" value="Derry"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="372A Welcome Bay Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please stop the build up of traffic at peak times leaving from Welcome Bay Rd. I hate spending 45min to an hour to go 5km to the next suburb. Make the roads more efficient for the houses and sections you are developing in our area .

Other comments:

Document submission

Document submission name

Submission ID	TPOL1044
First name	Maureen
Last name	Bjerring
Individual or organisation	Individual
Organisation name	
Address 1	Bjerring
Address 2	1 Noble Johnston Drive
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am a long term KK resident as I was schooled here, worked locally and retired to live in the KK township with my husband. We need the bypass so badly - almost as badly as the road between Tauranga and KK needs upgrading. We had hopes that it would happen some years ago but it was vetoed and now the need is so urgent that work should begin immediately. As my husband and I are 65 and 66 years of age we will probably never get to drive on it but our children and grandchildren need the safety and convenience and our township needs the peace that would come from the lack of large trucks passing through. One day when I was walking to KK from Noble Johnston Drive I walked past the Talisman Hotel and was walking over the driveway of the BP Petrol Station when a car turned in to get petrol and brushed my skirt -so close - I didn't hear the car as a truck was roaring pass and I thought I was safe on the footpath. So typical of Katikati now. Trucks stop conversation and the fumes are so unpleasant that getting a cup of coffee in town is no more. I hope and pray that my submission will help prioritise Katikati into the top four or five of your ten year plan. Regards Maureen Bjerring

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1047
First name	Sarah
Last name	Rice
Individual or organisation	Individual
Organisation name	
Address 1	84 lochhead road
Address 2	Rd6
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Sh2 is lethal and needs fixing fast. The road from 15th ave tauranga across the harbour to Bayfair has a major bottleneck at the bridge that goes across the harbour making the route impassable from fraser street traffic lights. Council need to stop alliwing new homes to be built unless they are prepared to comit to better infrastructure

Other comments:

Stop giving out building permits in places where infrastructure cannot cope. Even better fix the roads so they can carry the traffic then hand out more building permits that earn councils good income

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL1048"/>
First name	<input type="text" value="phil & lyn"/>
Last name	<input type="text" value="shields"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="56 Pine Ridge Lane"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We have lived in this wbop for the past 10 years. When we arrived it was known that Land Transport had made preparations for the Katikati bypass, and it had been done 10 years prior. The Katikati bypass is 20 yrs old & nothing has been done. The matter is now crucial to the survival of Katikati, as the volume of heavy through traffic, is deterring people from going into town, because of the danger of being maimed or worse, Killed. The ranking of priority given to this project is ludicrous, at #15. Please use your influence to bring this matter forward, as was indicated by the previous government. You know the document section referred to!

Other comments:

The whole of SH2 is a patch work quilt of less value than a goat track. The section between Katikati & Tauranga, should be immediately 4 laned.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1050"/>
First name	<input type="text" value="Rupali"/>
Last name	<input type="text" value="Ahuja"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="24 village park drive"/>
Address 2	<input type="text" value="Welcome bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="350"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1051"/>
First name	<input type="text" value="Geoffrey"/>
Last name	<input type="text" value="Hodgetts"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="37"/>
Address 2	<input type="text" value="Longmynd Drive"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati Bypass elevated from priority 15 to a priority in the top 5. The bypass will enable a safer exit from Beach Road to the main road. I will reduce the high decibel rating in the town to reasonable levels when trucks are mostly removed from the traffic flow. It will increase safety on the SH2 Katikati to Tauranga highway.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1052"/>
First name	<input type="text" value="Craig"/>
Last name	<input type="text" value="Soeberg"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="46 ballintoy park drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3110"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please make turret road bridge number 3 on the councils list. Driving to work at 8am into first Ave takes over 1 hour. Something needs to change and soon

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1053
First name	Richard
Last name	Ashley
Individual or organisation	Individual
Organisation name	
Address 1	143 Park Road
Address 2	
City/Town	Kati Kati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the bypass elevated from priority 15 to a PRIORITY in the Top 5. KatiKati desperately needs a BYPASS TODAY and we need the Regional Project List to reflect this. We do not need more years of traffic congestion misery for the KatiKati community.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1054
First name	Sue
Last name	dobson
Individual or organisation	Individual
Organisation name	
Address 1	61 Hamurana Road
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to see safety advice and speed restrictions put into place urgently in order to prevent any more road traffic accidents on this very dangerous stretch of road between Waihi and Tauranga SH2.

Other comments:

I would like to see the TNL put in place sooner rather than later in order to help prevent any more deaths on this very dangerous stretch of road. SH2

Document submission

Document submission name

Submission ID

Wish to speak
No

First name

Last name

Individual or organisation

Organisation name

Address 1

Address 2

City/Town

ZIP/Postal Code

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1058"/>
First name	<input type="text" value="Desiree"/>
Last name	<input type="text" value="Bell"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="281 Tuapiro Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Katikati bypass to be elevated from 15th place to the top 5. I feel the amount of traffic through the main street is dangerous to pedestrians and local shoppers alike. This project has been mooted for many many years now ,I would hate to think it will take a fatality for our pleas to be heard. I realise this is an expensive project but obviously the cost is only going to rise.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1059
First name	Sue
Last name	Dobson
Individual or organisation	Individual
Organisation name	
Address 1	61 Hamurana Road
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga is overloaded already, yet groundwork is underway for hundreds of additional local dwellings at present particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. However consider the changes made at SH2 at Maramarua in recent years:

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Sue Dobson PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

We need TNL sooner rather than later

Document submission

Document submission name

Submission ID	TPOL1060
First name	Colin
Last name	Stitt
Individual or organisation	Individual
Organisation name	
Address 1	106a Park Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I sign this not selfishly but as much for the drivers of trucks and other commercial vehicles that are forced to sit in long queues of stop start traffic congestion on a daily basis as well as being so much more observant and diligent in their driving skills as they drive along the central business district of a fast growing town with many elderly folks having to cross the highway in their daily duties of taking care of their household needs. However, as far as my own personal view is concerned, I have quickly learned the negative aspects of having dozens, if not hundreds of large trucks and trailers driving through the centre of this town having lived here for less than two years now. It is dangerous, unhealthy, and obnoxious for starters to have to put up with such huge noisy and exhaust fume gushing monstrosities clogging up our town centre on a daily basis. All the above is on top of the logical, reasonable, and common sense aspect of this matter.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1061"/>
First name	<input type="text" value="Maureen"/>
Last name	<input type="text" value="Stitt"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="106a Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I sign this not selfishly but as much for the drivers of trucks and other commercial vehicles that are forced to sit in long queues of stop start traffic congestion on a daily basis as well as being so much more observant and diligent in their driving skills as they drive along the central business district of a fast growing town with many elderly folks having to cross the highway in their daily duties of taking care of their household needs. However, as far as my own personal view is concerned, I have quickly learned the negative aspects of having dozens, if not hundreds of large trucks and trailers driving through the centre of this town having lived here for less than two years now. It is dangerous, unhealthy, and obnoxious for starters to have to put up with such huge noisy and exhaust fume gushing monstrosities clogging up our town centre on a daily basis. All the above is on top of the logical, reasonable, and common sense aspect of this matter.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1063"/>
First name	<input type="text" value="Sam"/>
Last name	<input type="text" value="Stulen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="89 Ballintoy Park Drive"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL1064
First name	Rachel
Last name	Howard
Individual or organisation	Individual
Organisation name	
Address 1	22 Marire Drive
Address 2	Ohauti
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The problem with traffic in Welcome Bay, Ohauti and Maungatapu due to the the turret road bridge needs to be a higher priority.

Other comments:

NO COMMENT

Document submission

Document submision name

Submission ID	TPOL1065
First name	Gethin
Last name	Baldwin
Individual or organisation	Individual
Organisation name	
Address 1	30 Margaret Drive
Address 2	Omokoroa
City/Town	Tauaranga
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

You need to make the upgrade of SH2 a priority, unless you want more blood on your hands.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1066"/>
First name	<input type="text" value="Eddie"/>
Last name	<input type="text" value="Shallard"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="469 Wainui South Road"/>
Address 2	<input type="text" value="8RD"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Labour government has prioritized SAFETY on our roads and we need SH2 to be upgraded to a 4 lane highway from Tauranga to Katikati NOW to protect our safety... please! Here's some facts released recently about Daily Traffic volume in: - 1975 there were 3410 vehicles per day, - 1994 there were 8650 vehicles per day, - 2016 there were 25800 vehicles per day on average. And there's more coming with the new subdivisions and seasonal workers who are not used to our roads/speed limits etc. The notorious stretch of road from Katikati to Tauranga saw 18 deaths in five years - the highest death toll of the state highways listed as New Zealand's most dangerous. There were also 35 serious injuries and 95 minor injuries on that section of State Highway 2 from 2012 to 2016, according to New Zealand Transport Agency crash data. The information was released by the Automobile Association (AA). These Volumes of traffic are on a road never designed for these numbers, let alone the amount of freight vehicles/trucks and all the tradies vehicles building the new homes. The intersections are SCARY, especially at peak times and it's astounding that people's driveways are also on this road. Stop putting our lives at risk while you muck around thinking about it. The facts speak for themselves.. get started fixing SH2 NZ's most dangerous road today!

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1067"/>
First name	<input type="text" value="Clifton"/>
Last name	<input type="text" value="George"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="32 Utopia Park Heights, Tauranga"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Welcome Bay"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Welcome Bay Turret Rd Bridge and 15th Avenue being 18 on the priority list for update is appalling. Should be in the top 5 of priorities for roading update. Please put this up this area up in the list of priorities immediately.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1068"/>
First name	<input type="text" value="Don"/>
Last name	<input type="text" value="Wallis"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="23 Mulgan Street Katikati"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want to see the Katikati bypass at the top of the priority list. The Main Street of this town is like living on either side of a wild river. I have lived here for nearly 50 years and it is now almost unbearable

Other comments:

While we wait for the bypass it would help greatly to have 2 more pedestrian crossings and a simple roundabout at Jocelyn st corner and Marshall road corner to make it easier to get on and off the road. From Wharawhara road corner to the 50km zone the speed needs to be reduced to 70kms as traffic can still legally be over 50 by the time it reaches Marshall road as it stands

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1070"/>
First name	<input type="text" value="Diana"/>
Last name	<input type="text" value="Curtis"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2A Bransley Grove"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Bypass elevated from priority 15 to a priority in the top 5. The traffic through our town is creating a danger to pedestrians and to access state highway 2 to go North from eastern roads such as Beach road is unpleasant not to mention dangerous. The traffic noise in our main street and consequent pollution is extreme and makes what should be a pleasant area into a place to be endured and not enjoyed as it should be.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1072"/>
First name	<input type="text" value="Max"/>
Last name	<input type="text" value="KEHOE"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="476 Omokoroa Rd RD2 TAURANGA"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I am angry and disapointed that route M has been shunted down to no 11 by your committee. By relegating it to no 11 sends a signal to the national LTNZ that its not a priority and therefor doesn't really mater if it doesn't get done for a while. The LTNZ will be thinking there's no hurry as it is only No11 on the BOP regional councils priority. I have many reasons why this long overdue road should be prioritised from being the most dangerous road in NZ to its what I expected to happen when I purchased my property in 2005. Please allow me a large slot as I have many items that justify this road being No1 not at the never/never list end.

Other comments:

listen to the WBOP people. They have been patient but are now angry.

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1074"/>
First name	<input type="text" value="ANA"/>
Last name	<input type="text" value="KAVA"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="61 WILLS ROAD"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="KATIKATI"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Bypass elevated from priority 15 to a priority in the top 5 please, the reason behind that, to decrease the accident happened in our areas, that lost our love one on some case. Also decrease the amount of heavy truck that come across in the little city of Katikati, cause a heaps of air pollution, also helps local people to flow well the transportation not to block or ques for long time in very small town. Hope you may take our voice in to account please.

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1075"/>
First name	<input type="text" value="Christine"/>
Last name	<input type="text" value="Miller"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="128 A Athenree Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="RD1 Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Re the submission to the draft regional land transport plan I think the Bypass in Katikati should be a priority from priority 15 to a priority in the top 5.and should be elevated I often drive to Katikati and find it so difficult to cross the main road by the Talisman. I turn left and then turn right into the library to get back into the flow of traffic. If I go to Countdown I turn left and then right by the RSA because I have so much trouble getting across the main road. Its only going to get worse with the amount of trucks on the road,

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1077"/>
First name	<input type="text" value="Dermot"/>
Last name	<input type="text" value="Curtis"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2A Bransey Grove"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I cannot understand why the Katikati bypass has such a low priority at 15th on the list for the 10 year plan. Katikati and its residents have suffered for years now and the situation has become increasingly worse and worse over time. The traffic volume during daytime is extraordinary and the noise appalling. Big trucks in particular roar through our main street making normal conversation impossible and the level of pollution high. Our lovely town shopping street has become a place to avoid instead of the pleasant place it should be. Please help us.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1078"/>
First name	<input type="text" value="Elizabeth"/>
Last name	<input type="text" value="Lander"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Lander"/>
Address 2	<input type="text" value="15 Utopia Park Heights"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret Road Bridge This is a huge part of the traffic congestion problem which plagues Welcome Bay Maungatapu residents. It can at times take over an hour to travel in to Tauranga, a few weeks ago it took us 1 hour and 5 minutes to get to a hospital appointment for 9.30am. Fortunately knowing what the traffic can be like we did leave home with time to spare!! However it's not just peak hour that's the problem throughout some days there can be traffic queues at random times once across the bridge the congestion lessens a bit but some extra lanes would be a huge advantage. Taking a bus is not the solution in our situation

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1080"/>
First name	<input type="text" value="Maria"/>
Last name	<input type="text" value="Veronese"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="10 Bryan Gallagher Place"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Welcome Bay Road and the recent traffic problems that occur between 7am and 9am is getting worse. It takes me just under an hour to get from Welcome Bay to my work place in 18th Ave. This trip should only be a 15 minute drive. The cause way that crosses the water is also a source of blockage. This should be one of the councils top priorities, especially with the new growing subdivisions, it's only going to get worse. There is only one way in and out of Welcome Bay.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1081
First name	John
Last name	Logan
Individual or organisation	Individual
Organisation name	
Address 1	3 Stewart Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Firstly, I'd like to say that much of the current problem caused by heavier traffic flow on SH2 and, with it, an increase in vehicle crashes, has its origin in the absurd rate of immigration over the past 5/6 years (approx. 70,000 per year). This ill-thought out policy by the previous government made no allowance for the country's lack of infrastructure to handle such a vast increase in road-user numbers. We live on the northern fringe of the Katikati township and regularly witness the slow, nose-to-tail crawl of traffic trying to get through the town. Residents, like us, on the side roads are forced to endure long waits until a kindly motorist gives way. 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. Part of the pressure on SH2 could be mitigated by improvements in SH29, allowing Auckland traffic, particularly trucks, to head south via Matamata. North-bound traffic heading for the Waikato could be diverted from the Katikati bottleneck by sealing Thompson's Track. Another alternative could be to widen the Kaimai rail tunnel to handle traffic. Your activity schedule shows a cycleway (a recreation activity) at No 4 and the Katikati Bypass last at No 15. Diesel exhausts from nose-to-tail trucks present a serious health problem to the people of Katikati, particularly those who are forced to work all day in the shopping centre. To place the health of those people last is an insult and shows scant regard for Katikati residents. Te Puke has enjoyed much greater progress yet we all pay the same rates.

Other comments:

Not at the moment.	
Document submission	
Document submission name	

Submission ID	TPOL1082
First name	Jude
Last name	Reyland
Individual or organisation	Individual
Organisation name	
Address 1	120 Munro Rd
Address 2	RD 7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Jude Reyland

PPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1083	Wish to speak No
First name	Bryce	
Last name	Reyland	
Individual or organisation	Individual	
Organisation name		
Address 1	120 Munro Rd	
Address 2	RD 7	
City/Town	Tauranga	
ZIP/Postal Code	3179	

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Bryce Reyland

APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1084
First name	Simon
Last name	Hayes
Individual or organisation	Individual
Organisation name	
Address 1	91 Tuihana drive
Address 2	
City/Town	Papamoa
ZIP/Postal Code	3118

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Widening from 15th Avenue Turret road to Welcome bay roundabout should be priority 1 In order relieve congestion.
Widening of SH2 to 4 lanesTauranga to katikiati needs to be priority 2 due to high accident rate and congestion.

Other comments:

The responsibility of the BOP Regional council is to spend funds in the areas best serving its ratepayers thus giving best returns on rates paid. Both of these roads service areas with the largest ratepayer base so therefore these projects have the greatest return. Improving public transport is not an option on these roads as the buses get caught in the same traffic jams.

Document submission	
Document submission name	

Submission ID	TPOL1086
First name	Denise
Last name	Buckingham
Individual or organisation	Individual
Organisation name	
Address 1	74B Beach Road
Address 2	
City/Town	KATIKATI
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project list to reflect this. I want to see the bypass in Number 1 priority project for the Bay of Plenty. Even if construction started today it will take years to complete and with the number of new homes here and in Omokoroa this needs to be actioned. We cannot continue to have the number of accidents on State Highway 2 that is occurring at the moment and which will only increase with the extra volume of traffic. It is disruptive to commuters and should not even be open for discussion it should just be happening.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1087"/>
First name	<input type="text" value="Cathy"/>
Last name	<input type="text" value="Drew"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8 Orion Way"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We are advised that the Turret Road widening is number 18 on your list. Please consider moving this up. I live in Welcome Bay and it takes over an hour some days to get to work. I cannot car pool as I need my car for work. I share school drop offs with a neighbor to help with traffic, but this is all I can do. I end up dropping my primary school kids off to early (they are only supposed to be at school from 8) so that I can be at work by 8:30 (which rarely happens these days). The traffic is becoming worse and worse on welcome bay road as the suburb grows and papamoa grows. If we leave this much longer kids will end up being dropped at school earlier and earlier. Thanks for reading this.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1090"/>
First name	<input type="text" value="Sarah"/>
Last name	<input type="text" value="Fullerton"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="36a Asher Rd RD5"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe that Welcome Bay community should NOT be at number 18 on a list of priorities for roaring. We have got severe traffic issues that need to be addressed urgently! Please hear us and do something.

Other comments:

Please listen and work to free welcome bay congestion

Document submission

Document submission name

Submission ID	TPOL1091
First name	Michelle
Last name	Beaumont
Individual or organisation	Individual
Organisation name	
Address 1	156 Evans Rd
Address 2	Papamoa
City/Town	Tauranga
ZIP/Postal Code	3118

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

This is undoubtedly the biggest roaring priority in our region. It is creating pain and anguish for the hard working people of this region who are all trying to commute to their place of work, to contribute to the economic growth of the region. We shouldn't have to struggle to get to work!

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1092
First name	Adrienne
Last name	Wiltshier
Individual or organisation	Individual
Organisation name	
Address 1	22 Meadowviews Drive
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Fix traffic conjection from welcome Bay to Tauranga city by widening Turret Road. The new Maungatapu underpass will not help. Conjection on Welcome Bay Road and Turret Road in the morning is unbearable.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL1093
First name	Carolyn
Last name	Watts
Individual or organisation	Individual
Organisation name	
Address 1	380 Matahui Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass has been promised for more than 30 years. How many more people have to die before you guys get your heads out of the sand and take responsibility. The population in our area has increased dramatically but you have ignored our pleas to make our roads safer. The futile attempts made so far have been a mickey mouse sticky plaster on a severed artery. Your promises have become blatant lies!! Getting out of our driveways and side roads has become a nightmare How can you sleep at night while every week we hear sirens for yet another accident. how about keeping the promises you've made for over 30 years and put our bypass back into the top 5!

Other comments:

Just please - listen to the people who live here	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1094"/>
First name	<input type="text" value="Simone"/>
Last name	<input type="text" value="Rose"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="21 McDonnell St"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The order appears to be wrong putting hazardous SH 2 at 11th spot priority when there are so many accidents along this stretch. In addition to the actual accidents I continually witness so many near misses while pulling out of Omokoroa Rd. Something needs to be done before yet more deaths!!!

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1095"/>
First name	<input type="text" value="Rosalee"/>
Last name	<input type="text" value="Baker"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="105 Welcome Bay Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1097"/>
First name	<input type="text" value="Dawid"/>
Last name	<input type="text" value="De Villiers"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="134 Ballintoy Park Drive"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3190"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Hairini / Turret Rd bridge as well as the roads leading to it from both sides must be four-laned ASAP. This road is the backbone of transport through the middle of the city. It effects all other traffic.

Other comments:

Levy developers to pay for this infrastructure. Developers benefit from infrastructure through increased sales.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1101
First name	Victoria
Last name	Grace
Individual or organisation	Individual
Organisation name	
Address 1	15 Sanctuary Key
Address 2	
City/Town	Papamoa
ZIP/Postal Code	3118

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret Road and before the Maungatapu Bridge need to be sorted ASAP! We have just had TWO new staff join the company I work for and that's just in one day. They are both from Auckland so that's TWO more vehicles on the road, both travelling from Papamoa. Goodness knows how many other people are moving each week! I leave Papamoa at 7am each morning and barely make it to work on time at 8am. It's just ridiculous.

Other comments:

Death alley aka Katikati to Tauranga also needs to be sorted ASAP

Document submission

Document submission name

Submission ID	TPOL1102
First name	Nicholas
Last name	Batt
Individual or organisation	Individual
Organisation name	
Address 1	50B Francis Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

BoP RC RLTP 2018 Submission Draft “Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Ōmokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That’s according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Ōmokoroa’s designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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. I formally request to speak to my submission at the planned hearings. Signed, Nick Batt PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

Stop the procrastination and finger pointing. People are dyeing far to frequently.

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1103"/>
First name	<input type="text" value="Pieter"/>
Last name	<input type="text" value="van Deventer"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="66 Mirrielees Road"/>
Address 2	<input type="text" value="14 Boscabel Dive"/>
City/Town	<input type="text" value="Tausnga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL1104
First name	Kaye
Last name	Robinson
Individual or organisation	Individual
Organisation name	
Address 1	4 Highfields Drive
Address 2	Katikati
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Section 7.4 - Prioritised activities I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am very concerned about the pollution in the town, the safety of our residents, especially young children and older people, who are required to cross the highway, dodging large trucks. At each intersection along this route, drivers take risks to be able to cross the unrelenting stream of traffic pouring through the town. We have been promised this bypass, now is the time to act!

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1105"/>
First name	<input type="text" value="Chad"/>
Last name	<input type="text" value="Dick"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Highfields Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It is time that the Katikati Bypass was made a top priority. It is incredible that so many trucks mixing with pedestrians, including kids, is still considered in any way acceptable. Time to give the residents of Katikati their town back please. (Section 7.4)

Other comments:

Document submission

Document submission name

Submission ID	TPOL1111
First name	Beverley
Last name	Hailwood
Individual or organisation	Individual
Organisation name	
Address 1	99D Ross Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The biggest problem I see on this road is the number of intersections with SH2. Barrett Road is one example where the traffic comes over the hill at speed with limited visibility for traffic turning onto the highway. By the time you decide it is safe to pull out and move your foot from brake to accelerator, suddenly a vehicle can appear over the brow of the hill. Whilst I realise that there are many congested roads in the BOP, I am extremely concerned at the accident rate on the Bethlehem to Katikati road. The road has been closed 4 times in the past 3 weeks, preventing people from getting to/from work, and picking up children, etc. I now allow 2 hours to ensure I will be at work on time, a trip that takes 20 minutes on a weekend. It can be very terrifying trying to enter onto the road at peak times with very little gap to cross over and 10 cars queued up behind you who are also waiting to turn. At the very least, we urgently need some safety improvements by way of turning lanes, particularly for traffic turning right onto the highway, or turning off in cases where there are no turn lanes at all.

Other comments:

Congestion was much improved when Te Puna Station road was closed due to a slip. Many cars cut down from further back and push their way through the give way.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1112"/>
First name	<input type="text" value="jeremy"/>
Last name	<input type="text" value="turner"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="22 McDonnell Street"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

If you cant afford a long term fix to this dangerous road and safe guard my and every member of this communities children the least you can do is use the existing train line with a subsidized regular train service between Katikati and Tauranga. At least such a service would be future proof, at minimal cost{ add stations along the route. 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?

Other comments:

Please read this and every other comment you are sent. dont let us down.

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1113"/>
First name	<input type="text" value="Andrea"/>
Last name	<input type="text" value="Green"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="18b Panorama Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Welcome Bay RD5"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Priority MUST be given to the Hairini Bridge development, it is causing ABSOLUTE chaos in the morning and evening rush hour traffic. From what used to be a 15 minute drive now taking 50 minutes. This bottle neck needs some immediate priority as these areas (Welcome Bay, Ohauti, Hairini and Maungatapu) are poorly served for not only Supermarket accessibility but also intermediate/high schools. I would ask that the Regional Council makes this vastly growing area of Tauranga a priority due to the expanding community and thus high demand on this trunk road.

Other comments:

Please prioritise this quickly expanding city with some innovative and multi modal systems that also hold vision for sustainability.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1114
First name	Robin
Last name	Purdey
Individual or organisation	Individual
Organisation name	
Address 1	13 Macmillan Srteet
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We live on the north side of the town and must cross both lanes when we wish to use the shops. The traffic is almost continuous and the only way we can enter the road is if some sympathetic driver coming into town stops to let us in when there is a space on our left , a rare happening . The journey then is very slow and stops two or three times due to the pedestrian crossing when the entire lanes of traffic come to a halt for a considerable length of time. I and numerous others have had their cars damaged due to this constant traffic when trying to park and re-enter the stream .By far the majority of vehicles pass through the town without stopping to use the services so to move them around the town on a bypass would not cause a loss of business . The by pass would only need to be single lane each way as all traffic using it would be able to maintain a reasonable speed through out thereby allowing a considerable volume of traffic to move north and south allowing the local population to use the town in comfort and safety. We came to Katikati in 1974 and there was great talk of a by pass then and over the years there has been more talk as the traffic has increased. The situation now is that it has reached a point where traffic will come to a halt for long periods of time creating chaos .

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL1115
First name	Fynn
Last name	Turner
Individual or organisation	Individual
Organisation name	
Address 1	22 McDonnell Street
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I believe if they are not going to make the road a safer place. That they then need to come up with An other means of transport eg a train that run from katkatia to Tauranga or Mount. Only a small one that runs hourly. This would make getting to Tauranga easier

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL1117
First name	Robyn
Last name	Begley
Individual or organisation	Individual
Organisation name	
Address 1	50 Forrester Drive
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a resident of Welcome Bay I strongly believe that an upgrade to Turret Road and 15th Ave should be a top priority. Welcome Bay has and still is growing rapidly and the infrastructure is not coping at all. The Maungatapu underpass is not going to be enough to alleviate the the horrendous congestion we are experiencing.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1118
First name	Anita
Last name	Eaton
Individual or organisation	Individual
Organisation name	
Address 1	12 Cashmere Way
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3175

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

They should make Turret Rd one of the priorities for traffic as it's ridiculous how bad the traffic is getting. Also they should do something about Hewletts Rd. It's diabolical how bad the traffic is there anytime of day.

Other comments:

Please sort of the Tauranga city roads put asap.

Document submission

Document submission name

Submission ID	TPOL1119
First name	Robyn
Last name	Catherine
Individual or organisation	Individual
Organisation name	
Address 1	762 Whakamarama Rd
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The significant improvements to the road between Tauranga and Katikati need to be moved to a much higher priority. There have been too many deaths in recent years on our road. It is called the most dangerous road in NZ and needs attention now, not in 10 or more years.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1122
First name	ERIN
Last name	SYMONS
Individual or organisation	Individual
Organisation name	
Address 1	34B TE ARAWA PLACE
Address 2	WELCOME BAY
City/Town	TAURANGA
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The tunnel from Welcome Bay is not going to resolve the traffic issues for Welcome Bay, Ohauiti and Maungatapu residents. Until the Turret Road bridge, 15th Ave issue is addressed there will always be traffic backed up, it will just be shifted further down the road! It's an absolute nightmare and needs to be 1 of the top 3 priorities in the Regional Land Transport Plan.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1123"/>
First name	<input type="text" value="Rachel"/>
Last name	<input type="text" value="Smith"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="41 Kea Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 between Tauranga and Waihi is extremely dangerous. It desperately needs upgrading to cope with the high volume of traffic. There have been so many fatalities and critical injuries. Katikati needs a bypass ASAP to ease congestion which is increasing rapidly. It is nearly impossible to get onto the main road safely. This needs to be dealt with NOW. Getting out of Omokoroa is another major problem and is extremely dangerous especially with the increase in housing in that area.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1124"/>
First name	<input type="text" value="Liam"/>
Last name	<input type="text" value="Vander drift"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="127 Waitaha rd welcome bay"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Something needs to get done it's getting ridiculous it gets back up right to the bottom of Waitaha road because of this issue

Other comments:

This needs to be top 3

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1126"/>
First name	<input type="text" value="Andrew"/>
Last name	<input type="text" value="Lockyer"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="115b Harbour View rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

You need to PRIORITISE SH2 Tauranga to Katikati. The recent housing developments in Omokoroa are causing enough disruption to our community with no benefit to the people of Omokoroa. Our roads are unfit for purpose and dangerous and we are not Happy citizens. People are being maimed and killed on SH2. Reduce the speed limits NOW, and get this road funded and policed!

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1129"/>
First name	<input type="text" value="Rachel"/>
Last name	<input type="text" value="Hawkins"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="60b Forrester Drive"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am affected by the congestion all along Welcome Bay Rd each morning and the bottleneck at Turrett Road Bridge, as a mother getting my child to school in 13th Ave. There's no suitable bus option for my daughter's commute to St Mary's School from here and I tried reaching out for carpooling but only had a couple of responses which didn't work out. That is because they left much earlier than we need to and after school there are different activities and places the various kids need to get to. I would prioritise Turrett Ave / 15th Ave much higher on the Council's to do list. & BTW a supermarket for Welcome Bay (aka the forgotten suburb) really would be welcome here!

Other comments:

Please remember Welcome Bay so that the "Forgotten Suburb" residents can feel TCC does care enough to help them after all!

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1130
First name	Lisa
Last name	Klinac
Individual or organisation	Individual
Organisation name	
Address 1	46 Cumberland Crescent
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

In regards to the order of priority safety should take precedence. However traffic management is also key as if this is put in place correctly this should improve safety as drivers will be less frustrated and in less of a rush. The most important improvements required are as followed and in order: 1. State Highway 2 from Katikati to Tauranga. This is the most deadly road in New Zealand as well as being one of the busiest. There needs to be alternative options provided for vehicles travelling this road so that local commuter traffic is not having to travel with heavy vehicles and long distance traffic. From my personal experience most of the poor driver behaviour has been due to people trying to get around slow traffic and most of the vehicles that travel at high speeds tend to be travelling further than people who live in the local area. A lot of the through traffic that uses SH 2 is not used to the road the way locals are and this is noticeable when there are many accidents involving people from out of town. The TNL needs to be put in place as soon as possible as does the Katikati Bypass to separate this traffic out. 2. State Highway 29 Kaimai Summit to Tauriko. Safety and efficiency along this road are particularly important at the T Intersection of SH29 and McLaren Falls Road. The fact that there is a passing lane going past what is a busy road (particularly in summer and school holidays) impares visibility for traffic turning right out of McLaren Falls Road. If a truck is in the left lane coming up the hill and a car suddenly passes it, someone coming from McLaren Falls Road might think they have time to pull out however they cannot see the car which is travelling much faster than the truck. This road is particularly popular with younger drivers and visitors from out of town and overseas who may not have much experience with this situation and not drive it with as much caution. This intersection has experienced fatal accidents in the past and removing the passing lane from this section of road may help reduce the risk. The other key intersection on this road is SH29 and Cambridge Road. The traffic speeds are lower here however congestion is higher. This intersection has experienced many accidents mainly due to the high volumes of traffic turning on and off Cambridge Road but also not helped by poor visibility particularly for traffic turning from Cambridge Road left onto SH29. 3. Improvement to Key Highway Intersections is extremely important at Barkes Corner. This intersection is very busy with local and commuter traffic. State Highway traffic needs to be separated from the local traffic. Local traffic has increased dramatically since development in the Lakes and Pyes Pa has occurred. In the morning this causes major back log down Pyes Pa Road and in the afternoon the majority of the traffic is backed up down Cameron Road. The main problem for these two roads is the constant flow of traffic coming along the State Highway which has right of way. People get impatient waiting at the roundabout and take risks to go instead of giving way because otherwise the traffic will not move. The pedestrian/cycle bridge over SH 29 is well used and very good at providing safety for pedestrians. It would be good to have something similar on Cameron Road near this intersection as there is nowhere safe to cross this road before Greerton Shops. 4. 15th Avenue and Turret Road Upgrade. State Highway traffic travels this route to avoid the congestion around Hewletts Road and Maunganui Road (particularly while there are road works underway between Baypark and Bayfair). This through traffic has a knock on effect causing gridlock in Welcome Bay, Ohauti and Maungatapu in the mornings and congestion affecting Cameron Road and Fraser Street in the afternoons. This road needs to be upgraded and widened to be able to cope with the amount of traffic that is using this route on a regular basis. Of course there are other areas within the region which have safety and traffic issues, however I feel that the four areas I have outlined are of the highest priority due to the number of vehicles using these roads everyday. All four of these issues are directly impacted by State Highway 2 and State Highway 29. These are the two main routes into Tauranga and are used by heavy vehicles, local traffic and visiting traffic. With the increased development for housing as well as ongoing development at the port these roads

are coming under more and more pressure. Tauranga needs to have far better options for public transport. Ideally this would be a rail network which includes local travel as well as travel beyond at least to Auckland. A railway connection between Tauranga and Rotorua would help take tourists travelling between these centres off the roads. Safety and efficiency improvements need to be made to these roads as traffic volumes are not being serviced adequately by the current road network, however in preparing for the future the Bay of Plenty Regional Council needs to put alternative options in place for people so we can take cars off the roads. Rail is far superior to buses in this instance as buses become another road user that adds to the chaos. An improved bus system is still required though as the current one does not service the people of Tauranga as it is.

Other comments:

No

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1131"/>
First name	<input type="text" value="Jake"/>
Last name	<input type="text" value="Goodeve"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="424 wainui south rd"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Our state highway is unsafe. So unsafe that people are dying on it. I'm about to get my learner license but I can't see how I can ever drive on this road? Please fix the road and keep us alive.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1132
First name	Hamish
Last name	Goodeve
Individual or organisation	Individual
Organisation name	
Address 1	424 wainui south rd
Address 2	Rd4
City/Town	Katikati
ZIP/Postal Code	3281

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Safety is not being considered . Our state highway is a death trap because of the volume of traffic using it. That's not going to change. Its only going to increase, and rapidly given the new subdivisions that have been passed! Our roading can't keep up!! Push our upgrade to number 1 before more people die!

Other comments:

This decision has to be made and it has to be backed do please please please push it forward!

Document submission

Document submisison name

Submission ID	TPOL1133
First name	Natasha
Last name	Rainger
Individual or organisation	Individual
Organisation name	
Address 1	499 Wainui South Road
Address 2	Whakamarama
City/Town	Tauranga
ZIP/Postal Code	3018

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to see the State highway 2 road become a safer place to drive. I have been here for only 3 months moving from Auckland. I am shocked to see and experience this part of the road so congested, dangerous, weekly accidents, locals suffering with trying to get out of their roads. This really is urgent, too many crashes, deaths and every local person feels the same way. Fix the road now not in 10 years! Saving lives, including our children's. I am shocked that this project has been bumped down the list. This is now! The road is just getting busier than ever.. Action is needed urgently to make this a priority. How many more deaths and families lives ruined should it take? My neighbour lost her husband to a crash here. It's saddening to see her struggle. This must be treated with much urgency. Please reconsider fixing our road now! Thanks

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL1134
First name	Simone
Last name	Heeney
Individual or organisation	Individual
Organisation name	
Address 1	195 Waitaha Road
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Section 7.4 I feel that the work already being carried out (and soon to be completed) with the Welcome Bay "tunnel" will be money wasted if the section of road it leads to are not also upgraded. While opening of the W/Bay Tunnel will alleviate a bit of pressure on the traffic wanting to travel on SH29A especially around the Maungatapu and Welcome Bay roundabouts I cannot see it reducing the travel times for Welcome Bay residents at peak times. There is currently, and still will be, a bottle neck at the Hairini Bridge where 2-3 different lanes of traffic are required to merge into 1 lane in the morning. As a Welcome Bay resident I travel on Welcome Bay Road on a daily basis although I am lucky enough to turn off onto SH29A at the Welcome Bay roundabout. As I work 10 km up Pyes Pa Road I, and many like me, are unable to access public transport and I have also reduced my children's use of the school bus services as I cannot afford for them to use them full time. Travel times this year have increased SIGNIFICANTLY along Welcome Bay Rd and traffic regularly builds up back past the Welcome Bay shopping area in the morning and also backs up to James Cook Dr in the afternoons if there are after school sports activities being held at Waipuna Park. I feel that four-laning of the roads from the Maungatapu Roundabout through to Cameron Rd including four-laning Hairini Bridge, Turret Rd and 15th Ave should be a MUCH higher priority than No.18 on the BOP Regional Land Transport Plan - 2018. Also please note that as more businesses open in the Tauriko Business area I have also noted a significant increase in the traffic between Welcome Bay Rd and Barks Corner (I turn off here so can't comment on the next sections of road). What if anything is being looked at to increase the roading capacity between Welcome Bay and The Lakes?

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1135
First name	Nick
Last name	Blair
Individual or organisation	Individual
Organisation name	
Address 1	2
Address 2	Loop rd
City/Town	Tepuna
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

A new road is well over due

Other comments:

Fix the road, save lives

Document submission

Document submission name

Submission ID	TPOL1138
First name	Cushla
Last name	McGinty
Individual or organisation	Individual
Organisation name	
Address 1	345A Waitaha South Road
Address 2	RD5
City/Town	Tauranga
ZIP/Postal Code	3175

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

Top five please	
Document submission	
Document submission name	

Submission ID	TPOL1139
First name	Des & Gail
Last name	Seddon
Individual or organisation	Individual
Organisation name	
Address 1	5 Twickenham Court
Address 2	Bethlehem
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

NO COMMENT

Other comments:

SH2 Tauranga to Katikati - SAFETY, SAFETY, SAFETY - Tauranga has grown with many more Auckland (and elsewhere) commuters living here. This stretch of road is no longer suitable or safe for the number of people who use it and it urgently needs to be upgraded to a four lane highway before more innocent people are killed. Thank you.

Document submission	
Document submission name	

Submission ID	TPOL1140
First name	Diane
Last name	Newton
Individual or organisation	Individual
Organisation name	
Address 1	331 plummers point road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Roads can't cope with the increased population

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1141"/>
First name	<input type="text" value="Jonathan"/>
Last name	<input type="text" value="Rapley"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="14A Mulgan Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass elevated in priority from 15 to the top 5. This is an urgent issue Katikati has become a clogged polluted town. The amount of large trucks thundering through the town and indeed the volume of car traffic has become unacceptable. We need our town back.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1142"/>
First name	<input type="text" value="Rod"/>
Last name	<input type="text" value="Crouch"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="9 Middlebrook Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

KATIKATI BYPASS: The Katikati bypass should be a priority not because various people, organisations and local and central government have said it will happen but because of the following reasons: 1. Significant economic benefits. 2. Efficient freight movement. 3. Health benefits to the local community. 4. Carbon footprint reduction. 5. Safer roading option. 6. Environmentally sound proposal. 7. State Highway 2 is a Road of National Significance. 8. Cost effective solution to the Katikati bottleneck. 9. Economic benefits to the community.

Other comments:

There have been a number of road safety bypass options completed over the years and I haven't heard one single resident or road user in their area say "Oh they shouldn't have done that" Have you?

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1144
First name	John
Last name	Hide
Individual or organisation	Individual
Organisation name	
Address 1	8 Maniaroa Dr
Address 2	
City/Town	Katikati
ZIP/Postal Code	3219

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Elevate Katikati bypass from priority 15 to a priority in top 5 to reduce number of heavy vehicles travelling through the town.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1145
First name	Sue
Last name	Larsen
Individual or organisation	Individual
Organisation name	
Address 1	9a Earl Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1146"/>
First name	<input type="text" value="Kees"/>
Last name	<input type="text" value="Veens"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="7 Wills Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1147"/>
First name	<input type="text" value="Maurice"/>
Last name	<input type="text" value="Fletcher"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="186 Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I feel the priorities are skewed. The amount of traffic on State Highway 2 has increased dramatically over the last few years and the volume of traffic passing through Katikati is making it hazardous trying to drive onto the highway from by roads. This is exacerbated over the holiday period when it is almost impossible to do so. The amount of heavy trucks has also increased as they seek to avoid going over the Kaimas on their way north. The upgrading of State Highway 2 to a four lane highway between Tauranga and Waihi should be in the top 5 and also the Katikati By-pass should be elevated into the top 5 instead of wallowing as a ridiculous 15th

Other comments:

<input type="text" value="No"/>
Document submission <input type="text"/>
Document submission name <input type="text"/>

Submission ID	TPOL1148
First name	Dianne
Last name	Ward
Individual or organisation	Individual
Organisation name	
Address 1	110 Wills Road
Address 2	Katikati
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am of the opinion that the Katikati bypass should be elevated into the top 5 priorities from 15. With all the new homes and people shifting into the area, the roads have not been built to deal with so much extra traffic, thus decreasing the safety aspect of using the roads and the time frame it takes to travel anywhere which affects the quality of life most people shift here for. The passage from Tauranga to Waihi (and further) is grossly inadequate for the increase of traffic and further increases to come. There is very limited room for passing of vehicles that travel well under the speed limit (for various reasons), which contributes to the safety aspect.

Other comments:

Why allow so much growth in the area without provision for roading to be upgraded at the same rate?

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1149"/>
First name	<input type="text" value="Helen"/>
Last name	<input type="text" value="Maclachlan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="21 Banks Drive"/>
Address 2	<input type="text" value="R D 4"/>
City/Town	<input type="text" value="Kaitkait"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass must be elevated up the priority list to the Top 5. It has become a dangerous experience to now shop in our local village..... The fumes are horrendous if your are walking the street and very frightening for us all with the traffic especially trucks thundering through.

Other comments:

Hurry up this has been on the plans for decades.

Document submission

Document submission name

Submission ID	TPOL1152
First name	Don
Last name	Mossop
Individual or organisation	Individual
Organisation name	
Address 1	13 Shrewsbury Place
Address 2	
City/Town	KATIKATI
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati badly needs a bypass. The density of traffic along the SH 2 corridor through the township has steadily increased over recent years to the point now where it has become difficult for locals to get around town by car. Locals are frustrated and being placed in danger attempting to traverse the Main road. No doubt, other traffic users would be delighted with the option to bypass the township also. In my opinion the Katikati Bypass needs to be elevated in priority to within the top 5 of the RLTP 2018. I am sure that everyone who makes a submission on the Katikati Bypass also recognises the importance of safety improvements and modifications to SH 2. I am amazed whenever I visit the Hamilton area at the extent of road infrastructure being developed to speed traffic flow around Hamilton City, Could we just have a little of this, please?

Other comments:

I am somewhat concerned that priorities have been determined by an authority which appears to have no democratic accountability.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1155"/>
First name	<input type="text" value="Howard"/>
Last name	<input type="text" value="Green"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="42 Rosella Drive"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There doesn't appear to be a plan to propose the upgrade on the 4 lanes on the Hairini bridge and 4 lanes on 15th avenue. The Mungatapu tunnel will not help the Welcome Bay residents get into town any quicker, we will just get bottlenecked quicker at the Hairini bridge. It takes me 40min to get to work in the Tauranga CBD which is getting worse. On a bad day it took me 1 hour and 15 minutes to get to work. This is only going to get worse as more houses are being built in the area. 4 lanes to the Hairini bridge and 15 avenue should be a priority for planning in the Pay of Plenty.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1157"/>
First name	<input type="text" value="Cushla"/>
Last name	<input type="text" value="Money"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Irwin Court"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

This is a submission to the Draft Regional Land Transport Plan. When we moved house four years ago a priority was finding a house on the Eastern side of the main highway so we would not have to deal with the crazy queues of traffic in the holiday periods/ weekends in order to get to work, get business done in Katikati and getting around town in general. I feel for many work colleagues (doctors, nurses and reception staff) who only may have 5 or 10 minutes out of town, getting caught up in traffic just trying to get to work on time. Many locals avoid the town altogether unless they can bike or walk in as it's impossible to get in and out of parking spaces when there is a relentless stream of traffic crawling through the main street. Very unpleasant with traffic and fumes ruining what would otherwise be a beautiful coastal little town. The proposed bypass for Katikati must be in the top 5 in order of projects for the Health and Safety of our town and many reasons beyond.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1158
First name	David
Last name	Foris
Individual or organisation	Individual
Organisation name	
Address 1	44 Ballantyne Way
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The need for a bypass for Katikati was identified several decades ago. As traffic has increased in the region with more frequent accidents, this has become not just a nice idea, but an urgent necessity. The whole of Hwy 2 from Katikati to Tauranga needs to be widened to facilitate traffic flow. An urgent issue is the bridge between Sharp Rd and Hot Springs Rd. There is no room on the bridge for cyclists and, with a speed limit of 100 km/h any driver approaching the bridge needs to be watchful of a cyclist in their lane and slow down to follow behind the cyclist. This bridge is a real hazard! It would be helpful if the speed limit was reduced to 80 from before the Forta Leza restaurant all the way to Katikati. For residents of Fairview Estate and Sharp Rd, turning out of Sharp Rd onto Hwy 2 is, at times, a real nightmare. Similarly for Omokoroa residents. A reduced speed limit for these entry points would facilitate merging with traffic. Many towns, such as Ngatea, have a 70 km/h zone well before the main residential part of town. Katikati would benefit from such a reduced speed limit on both sides of town. Let's get the road toll down!

Other comments:

The bypass for Katikati needs to be elevated to be among the top 5 for construction!

Document submission

Document submission name

Submission ID	TPOL1160
First name	Kathlyn
Last name	Kenyon
Individual or organisation	Individual
Organisation name	
Address 1	28A Tui Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have been a resident and rate-payer in Katikati for over 60 years. During this time the traffic through the village has reached a stage where it is no longer a pleasure - the noise, fumes, and danger is such the I will not visit except for absolute necessities. The very large trucks and logging trucks seem countless. Worst of all is the danger we feel every time we have to enter the Main Road from our own side-road, or any other road - the Supermarket exit is a menace, with the volume of traffic from both north and south making it almost impossible at times. As is the exit from Highfields. Please do not wait until we have an avoidable fatality. We have been waiting for over 25 years for this Bypass, and would like our voice to be heard. Please give us consideration and make this a priority.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL1161
First name	Dennis
Last name	Fenwick
Individual or organisation	Individual
Organisation name	
Address 1	4 Lansdowne rd
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The bypass around Katikati needs to be elevated from priority 15 to a priority in the top 5. Getting in and out of the side streets is now becoming increasingly difficult due to the sheer volume of traffic that is now passing through the town. This is steadily getting worse and with the growth in Tauranga and surrounding areas will not get any better. Traffic lights and roundabouts have been discussed as a way to assist this situation but this expense would be avoided by a bypass. Some days the main street is clogged with choking exhaust and diesel fumes and the noise from particularly trucks is horrendous. This cannot be good for the health of people, particularly shop workers and people with breathing difficulty conditions. Also, Katikati is cut off in an emergency as only one road in and one road out in the case of a severe storm or sunami. This needs to be addressed. 95% of traffic does not stop in Katikati so why, as a town, do we need to put up with these problems. A lot of other towns have a by-pass and it doesnt seem to have affected them and in a lot of cases it seems to have enhanced them and made it a lot more comfortable for residents and shoppers alike.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL1163
First name	David
Last name	Annett
Individual or organisation	Individual
Organisation name	
Address 1	4 Ludlow Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My wife and I are senior citizens residing in Katikati and regularly have to travel from Katikati to Tauranga for Hospital Appointments, business, and keeping in touch with family living in Tauranga and Rotorua. The road between Katikati and Tauranga is recognised as one of the most dangerous in the country and we travel this route with trepidation as few weeks pass without news of a serious accident and very often involving fatalities. In my opinion the upgrading of this stretch of road, including the WT2 Waihi to Omokoroa (safer corridor) WT2 Omokoroa to Te Puna (Transformed) and the WT2 Katikati Urban (bypass) should be elevated to the most urgent works facing the BOP Regional Council and be carried out without further delay. With regard to the Katikati bypass I find that traversing the main street in Katikati is fraught with danger. Such is the volume of traffic that it is not uncommon to have to wait many, many minutes before being to exit the side streets on to the main street with any degree of safety. Heavy vehicles treat this suburban street as a main highway, which it is, and have scant regard for the safety of local traffic as they rush through the town. The pollution they leave behind makes life unpleasant for residents and shopkeepers alike. Please treat this work as a top priority. I do not want to become another accident statistic before you take action!

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1165"/>
First name	<input type="text" value="Rosalie"/>
Last name	<input type="text" value="Griffin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="22A Wills Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1166"/>
First name	<input type="text" value="Geraldine"/>
Last name	<input type="text" value="Fenwick"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Lansdowne rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Kiatikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Re kiatikati by-pass We want the Katikati by-pass elevated from priority 15 to a priority in the top 5 as the situation here in Katikati is deteriorating and is now becoming urgent for a variety of reasons such as health, noise, safety etc.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1167
First name	Michael
Last name	Griffin
Individual or organisation	Individual
Organisation name	
Address 1	22A Wills Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass must be elevated into the top 5 Regional Project priority List of projects.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1168
First name	Kenneth
Last name	Price
Individual or organisation	Individual
Organisation name	
Address 1	191 Wharawhara Rd
Address 2	RD 2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

KatiKati needs a bypass and that fact has been long recognized. Equally, meeting that need has long been ignored. The proposed "priority" sees the bypass at no 15 on the list. In my opinion, this is far too low and it should be elevated so that it moves from a virtual "wish list" to a commitment to begin the work urgently. It should rank amongst the top priorities and work should begin without further delay -how many years to date??. Even commencing now will no doubt see completion take some years but that is just a fact and meantime KatiKati residents will have no choice but to put up with the present shambles but in the knowledge an end is in sight. On its current ranking they will know no end is in sight.

Other comments:

Undecided about your request to know the age bracket & ethnicity of submitters and how you use the data thus collected. Yes, I suppose it is "nice" to see if (say) the young, Maori, Indian, aged pakeha are submitting but the relevance? Do submissions by any of these have more validity than others? Do you interpret low submissions from any "group" as showing approval or apathy? Is a submission more compelling say because more elderly folk support it? I would like to know what use is made of the data collected.

Document submission	
Document submission name	

Submission ID	TPOL1170
First name	Fay
Last name	Murdoch
Individual or organisation	Individual
Organisation name	
Address 1	20 Olive close
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We have been told NZTA are responsible for any decisions about the roading, after the after the government policy is released sometime soon. However the the Bay of plenty regional council is giving direction to the NZTa as to what they think the most important needs for the region are. Priority 1. needs to be improving State highway 2 the impact of all the accidents on this roadis horrendous. The costs for dealing with the ongoing health problems that arise from all these incidents would I am sure almost be enough to cover the cost of making the road safe. It is no longer "fit for purpose". the traffic volume has increased significantly in the last 5 years and is beyond the capacity of the road. Which I am sure the BOPRC is well aware. Building permit approvals for Tauranga alone have increased by 10% in the last 12 months. Omokoroa has an incredible amount of subdivision and new homes being built at the moment, but it is a residential suburb and the majority of working people need to leave the area for work by road transport, adding more cars to the road. The road is busy all day and even in the "quiet times traffic is bumper to bumper heading towards the Wairoa Bridge. section 7.4 chapter 7

Other comments:

We are told state highways1 and 29 are the main routes to Tauranga and the port. Why are freight trucks using state highway 2??? They should only be allowed to travel on Statehighway2 if they have delivery stops along the route, or have destinations that require they travel this road eg The coromandel region This would immediately remove a very large number of vehicles off the state highway route, and relieve some of the problem short term.

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL1171"/>
First name	<input type="text" value="Helen"/>
Last name	<input type="text" value="Macdonald"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="5 Maniaroa Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Due to the high number of accidents and fatalities the Bypass elevation should be a priority in the top 5. The Bypass for Katikati is also a priority to alleviate town congestion of State Highway traffic.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1172
First name	Christine
Last name	Foris
Individual or organisation	Individual
Organisation name	
Address 1	44 Ballantyne Way,
Address 2	RD 2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My comments are a submission about the Draft Regional Land Transport Plan that has rated the Katikati Bypass to the position 15 on the priority list. This is very disappointing and disturbing. I understand that the land for the bypass was procured around 30 years ago, and the decision to begin the bypass which would alleviate the heavy traffic through the centre of town, is always considered as less important. This bypass is VERY important and urgent as the amount of traffic now coming through Katikati is alarming. There is a huge number of logging trucks and tankers driving through and belching out dirty fumes which gets into all of the shops. For the health of our residents PLEASE put Katikati bypass into the urgent category and have it placed into the top 5 Rooding projects. Just do it!!

Other comments:

General comment is please also prioritize the widening and improving of Hwy 2 between Bethlehem and Katikati. The traffic volume is increasing exponentially and we will have another Auckland roading experience if the roading capacity is not increased by having more lanes.

Document submission	
Document submission name	

Submission ID	TPOL1174
First name	Samuel
Last name	Coleman
Individual or organisation	Individual
Organisation name	
Address 1	8 Cresta Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to make a submission for the Katikati Bypass to be elevated from its current position of #15 to be in the top 5 places, perhaps the cycleway proposal put it at #15. Not too many people involved in accidents on them these days

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1178
First name	John
Last name	Turner
Individual or organisation	Individual
Organisation name	
Address 1	Stillwater Orchard
Address 2	99 Jess Road, RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The proposed plans for access to and from SH2 from Plummers Point Road and Omokoroa Road appear to be simple and completely practical. On completion it would appear to immediately solve the two major issues, being safety for users and flow of traffic. Recent news media advise that the priority for this work has been changed from highest priority to lowest. This is illogical and unacceptable. It implies that the reasoning is political rather than simple common sense, to alter the status of this road from being factually and notoriously, probably the most dangerous stretch of road in the entire Bay of Plenty. (Am not aware of the section number involved, but will endeavour to do further research)

Other comments:

Will make further comments when submission is finalized	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1179"/>
First name	<input type="text" value="Maurice"/>
Last name	<input type="text" value="Marvin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="260 Ongare Pt Rd RD3"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati Bypass elevated from priority 15 to a priority in the Top 5. I want a Bypass for Katikati because it will significantly reduce the traffic congestion within the township, and because it will make it possible to travel from Waihi to Tauranga without the lengthy hold up which is experienced at present. I also believe that it will make the journey from Waihi to Tauranga safer.

Other comments:

It is obvious to me, and most other western Bay of Plenty residents that the Bay of Plenty Regional Land Transport Plan 2018 is only paying lip service to increasing the safety of the Waihi to Tauranga road, despite the disproportionately high accident rate on this road. This road needs to be fixed quickly, and properly, to preserve innocent lives.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1180
First name	Bryony
Last name	Cross
Individual or organisation	Individual
Organisation name	
Address 1	145b Whakamarama Road
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I have lived in Whakamarama for 12 years and in that time the traffic on SH2 has increased significantly. 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.

Other comments:

Something needs to be done to fix this road. Tauranga is fast growing city and sadly the infrastructure is not keeping us. SH2 is the main road into Tauranga from Auckland - thousands of vehicles, trucks, tractors etc use it every day and it is obvious that it cannot cope with the volume of traffic anymore. We take our life in our hands trying to get onto to the road everyday.

Document submission	
Document submission name	

Submission ID	TPOL1182
First name	David
Last name	Skinner
Individual or organisation	Individual
Organisation name	
Address 1	16 Long Acre Close
Address 2	Katikati 3129
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass to be within the top 5 on the priority list. There is a greatly increased demand for housing and the associated traffic solutions. Omokoroa is to become a hugely more popular residential suburb, and it and Katikati urgently need alternative roading solutions. The bypass for Katikati would ensure that the escalating road hazards down our main street are reduced, and Katikati would become a more desirable place to live in, with heavy traffic being diverted. The light controlled pedestrian crossing in the middle of town also frustrates motorists and pedestrians, as it invariably holds up traffic travelling through particularly at peak times. This increases the risk to pedestrians who are trying to cross the road, on the remaining uncontrolled sections of the road. Thank you

Other comments:

Top 5 priority sounds good. Top 1 priority is better

Document submission

Document submission name

Submission ID	TPOL1185
First name	Anne
Last name	Billing
Individual or organisation	Individual
Organisation name	
Address 1	176B Lund Road
Address 2	RD 2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Vision: Best transport systems for a growing economy and a safe, healthy and vibrant Bay lifestyle I am a resident of Katikati and work within the community sector with young families and older people. Both these groups struggle with access into our town centre for different reason: * young families do not take their children into the town centre because of the huge volume of traffic. A young child is particularly exposed to fumes from vehicles. Just think about this and next time you are in traffic get down to a child's level and breathe! You will realise why parents don't want to take their children into Katikati town centre. * elderly people struggle with access on to and off the main SH 2. At peak times it is a nightmare to get into the traffic and the rest of the time it is just difficult. They are risking their own lives and that of others by driving into the town centre. The post offices, banks, chemist etc means that they do need to use the town centre. The accumulation of toxic fumes and particulate matter are of particular concern, especially to those who work in the town centre. For them there is no getting away from this pollution. I do not need to go into the negative health impacts of this on human health. My point is that I fail to see how a safe, healthy and vibrant Bay lifestyle has been thought about at all in regard to the Katikati Bypass. Putting the Bypass well down the list puts Katikati residents at risk of more of the same. Further to this, the growing economy continues to compound this problem. I have lived in this area since 2010 and it was busy then particularly through the summer season. It has got busier every year since and now we see up to 20,000 vehicles a day, many of them trucks going through our town. Katikati residents have been fighting since 1925 for a by pass. When are we going to be taken seriously? We want a town centre that we can be proud of....not dirty, polluted, noisy, unhealthy, unappealing and a threat to the social, environmental, cultural and economic well being of our community. As you know our population continues to grow and as a community, we want the opportunity to develop our town centre. As SH2 is the main link between Auckland and Tauranga port, I wholeheartedly agree with: * W2T Waihi to Omokoroa (Safer Corridor) number 6 * W2T Omokoroa to Te Puna (Transformed) number 11 * W2T Katikati Urban (previously Katikati Bypass) number 15 However, I feel that as this is the main link between Tauranga and Auckland, this should be the priority for the regional transport plan. The plan has the following objectives. My comments in brackets: Safety (30%) Deaths and serious injuries on the region's transport system are reduced. (How many deaths and serious injuries do you need between Tauranga and Waihi before you prioritise upgrade?) Economic efficiency (20%) (How can it be economically efficient to have 1000's of vehicles sitting in jams numerous times per year?) 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. (Well, how do goods move through our region to and from Auckland in an efficient and reliable manner?) Access and resilience (15%) 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. (Except for Katikati??) Environmental sustainability (10%) The social and environmental effects arising from use of the transport system are minimised. Land use and transport (as mentioned the social and environmental effects of the current system damaging to human health and the environment.) integration (10%) Long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling. (Has the increase in population, to date and forecast, been taken into account when planning Katikati and Omokoroa situations? Obviously the increase in traffic volumes has not seriously been considered to date.)) Energy efficiency (5%) People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources. (Cars and trucks sitting in jams is far removed from energy efficient...it is completely energy inefficient and a

waste of resources.) Public health (5%) The transport system minimises the health damaging effects of transport for all members of society. (Well, go figure how this works for Katikati town centre. The transport system maximises the damaging effects on the health of our community.) Affordability (5%) Investment in the transport system maximises use of available resources and achieves value for money. (Value for money for whom?)

Other comments:

Our 2 star highway is well below standard for the number of vehicles that travel it on a daily basis. In parts it looks like a B road in the UK. It is 2018 let's get this sorted for the health and well being of our community.

Document submission

Document submission name

Submission ID	TPOL1186
First name	Lily
Last name	Danaher
Individual or organisation	Individual
Organisation name	
Address 1	14 Hoggard Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Bypass elevated from priority 15 to a priority in the Top 5. I am almost a prisoner in this township, finding it impossible to shop down town. If I am lucky enough to find a parking space in the main street, trying to back out is a nightmare because of the amount of traffic, (cars and trucks) passing through from Waihi and further. If I have an appointment in Tauranga I have to allow an extra hour as I can never be sure of not being held up with the amount of traffic on the road travelling at a snail pace, or once again another accident blocking traffic going through.

Other comments:

Do try to get someone to listen to the residents here there have been too many accidents and deaths on this stretch of highway.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1187"/>
First name	<input type="text" value="Joan"/>
Last name	<input type="text" value="Davenport"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 Highfields Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="KatiKati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The difficulty getting onto Highway 2 from our Supermarket and Highfields Dr.and Beach Road plus the pollution from trucks going through our town.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1188
First name	Graham
Last name	Sparling
Individual or organisation	Individual
Organisation name	
Address 1	5 Riverside Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I am most concerned that the Katikati By-Pass (now W2T Katikati Urban) is rated the lowest of 15 Activities proposed for RLTP in our region. Katikati urgently needs a HEAVY TRAFFIC BY-PASS. I stress HEAVY TRAFFIC. You will already have various simplistic metrics from LTSA (how many deaths per year, what length of road, is the cost per death greater/less than the current estimate). The accident rate is important but this crude measure does not account for non-fatal accidents, nor the chronic effects of heavy traffic through the centre of a small town and its impact on town centre activities. Katikati is being destroyed as a pleasant place to live. Initiatives by town locals to establish Katikati as a "mural town" were successful in attracting visitors. The high level of heavy traffic through the town means it is no longer possible to hear the commentary from the guides, nor a pleasant place to linger. This loss of amenity and quality of life needs to be included in the overall impacts of heavy frequent traffic on peoples well-being. The situation will only get worse. Tauranga is expanding as a port (more trucks) and logging from the Coromandel continues apace. Truckies ignore the Matamata option. Katikati has expanded (and is still expanding) greatly without any thought as to how vehicles and pedestrians will access and cross SH2. The traffic flow needs to be moderated. Morrinsville and Cambridge have with much advantage reorganised the traffic flows through their towns by having a heavy traffic by-pass. Katikati needs a heavy traffic by-pass NOW.

Other comments:

Get on and DO IT. NOW.	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1189"/>
First name	<input type="text" value="Rosalie"/>
Last name	<input type="text" value="Smith"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="15 Francis Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass should be included in the first five top priorities, NOT in 15th position. Katikati is the choke point on the Tauranga-Waihi highway. The slightest hold-up results in a queue forming on one side of the town or the other, or on both sides. The air pollution in the main street is serious enough under normal traffic conditions but when traffic goes into stop-start mode air pollution becomes much worse. My friend Leander Kane found the air pollution from the traffic was so toxic for her that she had to sell her home in Highfields last April and move to the Waikato. Katikati residents are not the only ones affected by the high level of traffic through the town, all the users of the Tauranga-Waihi highway suffer from the congestion on the main street. But the residents also find shopping in the main street is not pleasant, the heavy trucks fill the street and its shops with noise and the development of the town is held back. While all the traffic fills the main street we can never develop the village atmosphere that would make the place so much more attractive to tourists and to those people planning a move from the cities.

Other comments:

<input type="text" value="No"/>	
Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1190"/>
First name	<input type="text" value="Rex"/>
Last name	<input type="text" value="Davenport"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 Highfields Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="KatiKati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1191"/>
First name	<input type="text" value="Clive"/>
Last name	<input type="text" value="Kenyon"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="28A Tui Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Extreme congestion of traffic, especially large trucks, causing pollution and noise. Also making access to the main road from side roads a more difficult, dangerous and time consuming manoeuvre. As most of these vehicles are merely passing through, these problems would be immediately solved by the long promised bypass. The bypass should be within the first three (3) improvements to the Waihi/Tauranga road plan.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1192"/>
First name	<input type="text" value="Warwick"/>
Last name	<input type="text" value="Jost"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="6 Atlanta Court"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I feel it is a disgrace and an absolute let down to the ratepayers of Katikati to have the proposed bypass relegated to #15 on the priority list. The congestion in the main street of Katikati is chronic on most days and during the summer holiday period it is a nightmare. Please listen to the people of Katikati and raise the bypass to the top 5 projects on the priority list!

Other comments:

NO COMMENT

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1193
First name	Judy
Last name	Fletcher
Individual or organisation	Individual
Organisation name	
Address 1	43B Park Road
Address 2	
City/Town	KatiKati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please take this Bypass to the top of the list. how do you think the truck drives feel when coming into town and the lights change to RED. they have to stop and it takes them a very very long time to get back up to speed. they have to keep to a time table. If you dont believe me try driving one of these trucks yourself and see how you like it. I bet you don't.

Other comments:

NO COMMENT

Document submission	
Document submisison name	

Submission ID	TPOL1195
First name	allan
Last name	evans
Individual or organisation	Individual
Organisation name	
Address 1	6 Mulgan Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

To the land transport plan; Katikati bypass , question why has this project been put down to #15 on your works program, I have lived in katikati since 1958 and the bypass was talk about then and here we are 2018 and still been talked about, What is it going to take to get this project underway more congestion, more fumes, more impatient drivers, to the state where people wont even stop to shop in this town of ours, what a pitty we have a lovely town and the promises of a bypass seemed to be shelved ounce again, what is it going to take to get this project underway, no business and or no people to stop and shop in this town, What a disaster this will have on the town, I feel so sorry for the shop keepers trying to make a living from the passing public which don't even stop anymore because of the noise, fumes, impatient drivers and the one set of traffic lights, So why did we have thoses council meetings to finally get the bypass approved and all that planning that was done, I hope this was not paid for out of rate payers money; One very concerned rate payer; thank you; Hope something can be done very soon; After all these years of promises I think it is time for action the sooner the better thank you;

Other comments:

No not at the moment; main concern is the Katikati bypass;[when]

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1197"/>
First name	<input type="text" value="Monika"/>
Last name	<input type="text" value="Sharma"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="16 C"/>
Address 2	<input type="text" value="Levley Lane"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the bypass elevated from priority 15 to a priority in the top 5 because i don't want more deaths. Please fix the SH 2 as soon as possible. It will good for everyone. Thanks.

Other comments:

hope to see a quick action from your side.

Document submission

Document submisison name

Submission ID	TPOL1199
First name	Ian and Shirley
Last name	Ness
Individual or organisation	Individual
Organisation name	
Address 1	16b Cresta Dve
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The proposed by-pass round Katikati should be elevated from 15 to top five on the priority list. The through traffic in the town is at a high level which makes the town centre most unpleasant for residents and visitors alike. Much of the traffic through the town centre is large logging trucks and other passing vehicles.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1200
First name	Mohit
Last name	Sharma
Individual or organisation	Individual
Organisation name	
Address 1	16 C
Address 2	Levley Lane
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the bypass elevated from priority 15 to a priority in the top 5. This is important to stop the daily accidents going on the road and lots of person loosing their life and their families has to pay for this. Thanks

Other comments:

I hope you guys will do needful for all people who are on SH 2.

Document submission

Document submisison name

Submission ID	TPOL1201
First name	Melody
Last name	Bishop
Individual or organisation	Individual
Organisation name	
Address 1	263 Beach Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Congestion is a huge issue in Katikati so I'm glad it's top priority on the list (number 1- chapter 3). As you will be aware our town is pushing for a bypass- hence why a lot of us are completing this submission. SH2 is another huge issue as we too often see headlines such as "fatal crash on SH2." Two weekends in a row I was stuck in traffic and diverted due to crashes. I'm glad that this is a high priority in the plans (number 2- chapter 3). 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. In regards to the prioritised activities- I feel that the Katikati bypass is ranked far too far down the list (15) that I don't think it's understood how much of an impact it has on our town. We're a small part of the BOP but our towns transport development has been kept behind majority of the other towns/cities in the BOP. The reason for this may have been because we were smaller and rural. But now as the population rapidly increases in our town we're at a huge disadvantage due to our transport development being deemed low priority historically. We at least need to be developed to the level the other towns/cities in the BOP currently have to stay afloat.

Other comments:

Transport is a HUGE issue in our rural town. There are no taxi's, no uber, no late night buses, no regular buses to Tauranga/Waihi. This needs to be in place to deter drink drivers and to encourage people to seek employment and study opportunities in nearby towns/cities.

Document submission	
Document submission name	

Submission ID	TPOL1202
First name	Diana
Last name	Donker
Individual or organisation	Individual
Organisation name	
Address 1	76 Wolseley Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Re. UPGRADING STATE HIGHWAY 2 WBOP District Council and the Regional Council are frantically signing off new housing estates throughout the Western Bay of Plenty. The population is increasing rapidly, with every household adding another two or three cars to the already busy roads. State Highway 2 has been named the most dangerous road in the country, but improvement of the infrastructure seems not to be on the cards. This is increasingly effecting the safety and well-being of its residents. Those who live in the WBOP District Council area paying the HIGHEST rates in the country - an average of \$3274 a year, and rates have risen five times the speed of inflation. Surely ratepayers, that pay that much money, have a right to safe roads that can actually cater for all that traffic and reliable public transport. To improve road safety for ALL road users, to provide more reliable journey times and to support growth along one of New Zealand's highest risk Highways the district urgently needs: 1) an upgrade of the very dangerous stretch of SH2 between the Waihi Beach turn-off and Bethlehem 2) a bypass through Katikati. The heavy traffic through the Mainstreet of Katikati is detrimental to the health and well being of the community. It has become impossible to use the Town Centre, because of heavy traffic, unsafe road crossings, the noise and air pollution, The current situation divides the town making it dangerous to access the main road from all the side streets.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1203
First name	B rian
Last name	Grimwood
Individual or organisation	Individual
Organisation name	
Address 1	29 Malta Cres
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass is a must to reduce the heavy traffic flow through the town. The pedestrian Lights, 'wisely' introduced to pacify the inhabitants actually add to the confusion in the town. The logging trucks and container trucks, with their convoy of 12, or so cars behind, back up past the exit (the compulsory stop) from Beach Road a block to traffic from the road that contains the primary school and college. The painting of a no stopping zone at this intersection does not help the traffic flow of right turning traffic OUT of Beach Road because the gap in the traffic is used by the right turning traffic from SH2 INTO Beach Road. The same problems are experienced by ANY traffic trying to right turn onto SH2 from the Eastern side of the Highway. Then there is the same problem with Southbound traffic trying to onto the highway from the Western side of town. 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 "convoys" in a row, it is just FRUSTRATING! Put a tunnel through the Kaimais alongside the rail tunnel with the 'tunnel-borer'. That would solve the whole SH2 problem!

Other comments:

Do SOMETHING constructive!

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1204"/>
First name	<input type="text" value="Gijsbert"/>
Last name	<input type="text" value="Donker"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="76 Wolseley Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

WBOP District Council and the Regional Council are frantically signing off new housing estates throughout the Western Bay of Plenty. The population is increasing rapidly, with every household adding another two or three cars to the already busy roads. State Highway 2 has been named the most dangerous road in the country, but improvement of the infrastructure seems not to be on the cards. This is increasingly effecting the safety and well-being of its residents and make the district Those who live in the WBOP District Council area paying the HIGHEST rates in the country - an average of \$3274 a year, and rates have risen five times the speed of inflation. Surely ratepayers, that pay that much money, have a right to safe roads that can actually cater for all that traffic and reliable public transport. To improve road safety for ALL road users, to provide more reliable journey times to and to support growth along one of New Zealand's highest risk Highways the district urgently needs: 1) an upgrade of the very dangerous stretch of SH2 between the Waihi Beach turn-off and Bethlehem 2) a bypass through Katikati. The heavy traffic through the Mainstreet of Katikati is detrimental to the health and well being of the community. It has become impossible to use the Town Centre, because of heavy traffic, unsafe road crossings, the noise and air pollution, The current situation divides the town making it dangerous to access the main road from all the side streets.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1205
First name	Jayne
Last name	Donker
Individual or organisation	Individual
Organisation name	
Address 1	76 Wolseley Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My name is Jayne, I'm 13 Years old and I love horses. I would love to walk my horse to the beach on the other side of State Highway 2, but I'm too scared to cross the road. The roads are very dangerous in the Western Bay of Plenty! There is too much traffic and cars drive too fast. I also love going to the beach in Summer, but in the holidays I couldn't go because of traffic jams. And I love shopping, but my mum doesn't allow me to go by myself because it's too dangerous to cross the road in the Mainstreet of Katikati because of all the traffic. I love living in the Western Bay of Plenty, but I wished you could do something about State Highway 2 to make it safer. Thank you.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1206"/>
First name	<input type="text" value="Chris"/>
Last name	<input type="text" value="Reynolds"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="51 Omokoroa Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1207"/>
First name	<input type="text" value="Sally"/>
Last name	<input type="text" value="Goodyear"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="440 Woodland Road"/>
Address 2	<input type="text" value="RD 3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The non-stop traffic through Katikati is horrendous. We want our town centre back. We are sick of traffic jams, accidents and pollution from the current situation. Our social, environmental and economic well-being are all at risk.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1211
First name	Victoria
Last name	Deas
Individual or organisation	Individual
Organisation name	
Address 1	11 Maniaroa Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati Bypass. I want the Katikati Bypass elevated from priority 15 to TOP of the Priority list, as promised Katikati Shopping: It's very dangerous parking and trying to reverse out of a parking area on this very busy truck laden road. It's also a nightmare trying to cross the road. The main highway is very noisy especially at night with dozens of heavy trucks using the road 24/7 and the pollution and dust is also a worry. So much for New Zealand's clean green image
Mrs Deas

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1212"/>
First name	<input type="text" value="John R"/>
Last name	<input type="text" value="Deas"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="11 Maniaroa Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati Bypass. I want the Katikati Bypass elevated from priority 15 to TOP of the Priority list, as promised Katikati Shopping: It's very dangerous parking and trying to reverse out of a parking area on this very busy truck laden road. It's also a nightmare trying to cross the road. The main highway is very noisy especially at night with dozens of heavy trucks using the road 24/7 and the pollution and dust is also a worry. So much for New Zealand's clean green image

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1213"/>
First name	<input type="text" value="Shirley"/>
Last name	<input type="text" value="Bongard"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="13 Blundell Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take 3 years to complete, which will be three more years of traffic congestion and misery for the Katikati community. The noise in the main street of Katikati is horrific every day as trucks drive through. The fumes and pollution from the trucks should not be where the community wants to gather and to shop. The trucks cause a very unhealthy environment. State Highway 2 from Waihi to Tauranga has not changed much in the last 20 years, yet the population and local traffic has increased phenomenally. Tourist traffic has also increased dramatically. With the increase in traffic we have a huge increase in accidents and road deaths. It is time you improved this road to halt the destruction to local families caused by road deaths and accidents. Your priority needs to be on the busiest roads ie. SH2, not new roads such as in the Lakes area.

Other comments:

Please listen to the community and act on the community wishes. Thank you.

Document submission

Document submission name

Submission ID	TPOL1214
First name	Alexander
Last name	Sutherland
Individual or organisation	Individual
Organisation name	
Address 1	9 Azores Way
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. SH2, north of Tauranga, must be a high priority. Creating safe and efficient access to and from Tauranga on this route should be high on the list. It is disappointing to see the Turret Road/15th Avenue Upgrade at #18. The Maungatapu underpass will contribute positively to movement out of and into Welcome Bay, but before it opens one senses that it is only one contribution to an issue that will never be resolved until the issue of movement of traffic on Turret Road/15th Avenue is addressed. It should be a much higher priority.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1216
First name	Elizabeth
Last name	Wilde
Individual or organisation	Individual
Organisation name	
Address 1	108 Prole Road, RD2
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the main road linking Coromandel/Waihi to Tauranga. The current road is predominantly one lane in each direction from Bethlehem to Waihi. There are very few safety measures in place along this stretch of road and numerous dangerous intersections, blind corners, ditches, narrow roads and too few passing areas. SH2 is used by private vehicles, schools, bus services, commercial/freight vehicles, kiwifruit industry, tourist industry and freight to and from the Port of Tauranga. The volume of traffic has steadily increased over the years both with an increased population, vast increase of new subdivisions, increased tourism (cruise ships), increased industry (Tauriko commercial sector growth) and increased Port of Tauranga useage. SH2 was never designed for this level of traffic. The intersections are no longer safe. Peak traffic times are no longer safe on SH2. It is no longer safe to cross the road, yet school children are dropped off school buses and expected to cross this road. And still the Port expands and still the council issue building permits for more and more traffic to join this disaster. Accidents are occurring every week - and sometimes 3 times a day. The increased accidents takes a huge toll on society including (but not limited to) on the mental and emotional well being of the community, the cost of the emergency crews attending each accident and cleaning up, the cost of the injured (or dead) being attended at hospital, the injured/dead being out of the work force and of coursed the lives of all family/friends involved. Yes - Driver error is involved in a lot of these accidents but a median strip and on/off ramps would dramatically reduce the number involved in each accident and would stop innocents being hurt from head on crashes. The council has access to all the facts and figures. Check the number of accidents on SH2 to the number of accidents on the old Papamoa/Te Puke highway.... and now how many accidents on the new Papamoa/Te Puke highway.... has the new road had any accidents? I would suggest very few accidents have occurred and if they have, their severity has been dramatically reduced because of the safety features on that new highway..... and that's with a speed limit of 110. Council members have been voted in to represent the people and to ensure our voices are heard. How many deaths is too many? Surely there have already been too many? Why do we even need to fight for this road? It's a grade 2 road - NZ doesn't have any grade 1 roads. We are driving on one of the worst roads in NZ and it has the reputation now as NZ's most dangerous road. Yet, this still is not enough. The voices of the people are now saying enough is enough. Fix our road! Fix SH2!

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1217"/>
First name	<input type="text" value="Pamela"/>
Last name	<input type="text" value="Kawate"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="178 Wright Road"/>
Address 2	<input type="text" value="Aongatete"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass elevated from priority 15 to a priority in the top 5. Katikati needs a bypass to keep the mounting volumes of heavy traffic as well as through traffic away from the township. Even if it was started today it would take 3 years to complete. This is already miserable for the community and the congestion will continue to grow and cause more misery for the Katikati community.

Other comments:

Build the infrastructure that has been promised for generations of residents.

Document submission

Document submission name

Submission ID	TPOL1218
First name	Grant
Last name	Cartwright
Individual or organisation	Individual
Organisation name	
Address 1	108 Prole Road, RD2
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Facts: * 2012-2016 = 18 deaths, 35 serious injuries, 95 minor injuries on SH2 Katikati to Tauranga * 1975 - 3,410 vehicles on the road * 1994 - 8,650 vehicles on the road * 2016 - 25,800 vehicles on the road * 2018 - even more vehicles due to subdivisions, trade vehicles, freight etc * SH2 is now known as NZ most dangerous road Do you think work safe would be interested in any work place which has these statistics? Do you think it would be shut down? Council can not take money from developers and then ignore spending money on the infrastructure to ensure the safety of the community - the community which voted you into office. Some companies would call that fraud. Driver error is to blame in a lot of accidents. There will always be stupid people. A central median strip, on and off ramps to alleviate intersection pressure and a good local road would stop a lot of accidents. How is the new Papamoa-Te Puke highway going with their accident record in comparison to our abysmal record of accidents over the past 12 months? Enough is enough! Fix our road! Aren't elections coming up soon?

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1219
First name	John
Last name	Buchanan
Individual or organisation	Individual
Organisation name	
Address 1	22 Esplanade Rd
Address 2	Ongare Point
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 between Bethlehem & Waihi should be renamed "Death highway" because of

- 1 Large number of deaths (greatest number of deaths per km of any SH in NZ)
2. Large number of accidents
3. Great number of heavy trucks (trucks prefer to use SH2 rather than SH 29 (cost \$330 extra)
4. SH2 has few Passing lanes
5. SH2 has greatest number of rural off roads / Intersections
6. SH2 has great number of bridges
7. SH2 north of Tauranga has very large traffic volumes, larger than south of Tauranga on new highway
8. SH2 has many slow moving farming tractors & sprayers from local farms
9. SH2 has NO bypass at Katikati therefore effects life in Katikati
 - a) Katikati main rd. is narrow
 - b) Katikati main rd. is very noisy because of the traffic
 - C) Katikati main rd. has air pollution because of the traffic
 - D) Katikati is dangerous to drive out of side road, & pedestrians crossing road
 - E) Katikati has been made an Environment Town to help make pollution better

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1221
First name	Ian
Last name	Sowden
Individual or organisation	Individual
Organisation name	
Address 1	8
Address 2	Twickenham Close
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the fact that the priority could change so drastically when in 2017 it was identified as an immediate need for Katikati. I attended a Public Meeting where Simon Bridges, who was then Minister of Transport in the National Government, agreed that the Bypass should not be delayed. I live in Highfields, and there is only one exit from this subdivision. It is not uncommon for me to wait anything up to 10 minutes at the Stop sign before I can turn South onto State Highway 2. The new Highfields Crossing Subdivision will make this situation worse, and the potential for accident/injury is very real. The main road through the Katikati Shops is a nightmare, and as the only lights on the Main Road take ages to change, people cross the road, in between the traffic, thus causing stress to all concerned. The general feeling in my neighbourhood is that we, as a Community, have been let down. However, I believe the Community will take matters into their own hands by demonstrating their frustrations more actively in the future.

Other comments:

No

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1224"/>
First name	<input type="text" value="Steve"/>
Last name	<input type="text" value="Cook"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="120 Upland Road"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I find it astounding that improvement activities which are likely to save peoples lives have not been given the highest priorities. Surely LIFE should take precedence over cosmetic and feel-good activities, e.g. street improvements, which, while I'm sure are also important, are not putting lives at undue risk. Pulling out from a side road on to SH2 can be a gamble, as traffic flows are fast, and some roads do not have a clear view for a sufficient distance. Improvements to SH2 between Waihi and Tauranga, and it's intersections should be considered urgent and of the highest priority. How many more people need to die unnecessarily?

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1225"/>
First name	<input type="text" value="GRAHAM"/>
Last name	<input type="text" value="NIVEN"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="6 Highfields Drive"/>
Address 2	<input type="text" value="Katikati"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Hi. Katikati Bypass. Living in town , it has become very hard to get onto the main road. The traffic is so busy. So be nice to get the elevated to Top 5 priority roading project. We (the people of Katikati) are just smotherded in traffic, which is not giving the town a chance to grow.

Other comments:

Document submission

Document submision name

Submission ID	TPOL1226
First name	Kelly
Last name	Kerr
Individual or organisation	Individual
Organisation name	
Address 1	83 Osprey drive
Address 2	
City/Town	Welcome bay
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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 and then cyps involvement. We work full time and rely on public transport to get our kids to school on time.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1228
First name	Patricia
Last name	Blyde
Individual or organisation	Individual
Organisation name	
Address 1	21 highfields drive
Address 2	
City/Town	katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am supporting the submission to the Draft Regional Land Transport Plan regards the Katikati bypass. I understand that even if the construction was to start today it would take 3 years to complete. It's totally unsatisfactory that we are ranked 15 in the priority rating. As you are well aware too many people have been critically injured or died on this stretch of road over recent years. The growth of Katikati, Omokoroa, Te Puna etc on route to Tauranga are continuing to grow rapidly and you know the outcome.....more vehicles on the roads, more precious lives that appear to be of little consequence to the powers that be. Make a change for the better. Elevate the Katikati Bypass from a 15 to be in the top 5.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1229
First name	Janene
Last name	Holyoake
Individual or organisation	Individual
Organisation name	
Address 1	20 Kayelene Place
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Thank you for allowing this forum to voice my opinions on the transport issues. I moved to Omokoroa from Whangaparao Peninsular just over one year ago and I am astounded at the increased volume of traffic over this time, due to the development and growth of Tauranga, Omokoroa and Kati Kati. My most important point: An over bridge needs to be built over state highway 2, at Omokoroa Road. To exit right from Omokoroa Road onto state highway 2 towards Kati Kati, requires one's utmost attention. I remove my sun glasses, turn off the radio, tell the dog to pipe down, and sit patiently waiting for the exact safe clear moment to make the turn, which can take considerable time, then sigh with relief when it is done. I am an experienced confident driver, and I have watched learner drivers and elderly people sit for an eternity trying to find the gap that looks safe enough. Some times these drivers in desperation after long waits have made poor decisions resulting in injury or death. The left turn from Omokoroa Road to Tauranga is less harrowing but still requires the utmost attention. Traffic turning right often block the sight range and make the left hand turn difficult. A slip lane would be welcomed. Coming home again and turning back into Omokoroa Road also provides perilous moments, I pray some truck does not rear end me as I concentrate to keep as far right as possible, but at the same time try not to take out the poles sticking up in the middle of the road. Once traversing State Highway 2 where the speed limit various from 80 to 100kph, one can easily understand why so many accidents happen. To state a fact: there are over 50 driveways which access the main highway, between Omokoroa Road intersection, and Bethlehem, all creating a potential hazard, add to this all the side roads and here is your recipe for an accident. Drivers trying to unsafely cut into the flow of traffic or pull out across double yellow lines into the path of on coming traffic; one can only assume this is done out of fear of never being able to get out at all. A myriad of scenerios: from tractor drivers half on the verge half on the busy highway, to school buses stopping to collect or drop off children, to suicidal cyclists... Let's get on with building an over bridge for Omokoroa Road and a slip lane to turn left to Tauranga. Let's get on with building a four lane express way from Tauranga to Kati Kati so that the current state highway 2 can be less congested, allowing the school buses and the tractor drivers, to go about their business in a safer zone. Let's build the alternative route to bypass Kati kati. The kati Kati community deserve to reclaim their town to make it liveable again, pollution and congestion free. Let's lower the speed limit to 80Km from Tauranga to Kati Kati. Let's sort out Tauriko's traffic woes. Another letter...but similar to the Omokoroa story. Let's keep the wheels of commerce flowing and allow average Jo Bloggs and their families to go about their business in safety. It seems if it is the number of deaths which is the defining factor to enable roads to be built or altered, then we certainly have achieved this between Kati Kati and Tauranga. This crisis situation has left our community in an uproar. It also seems apparent that the TA needs to address their staff attrition, with a view to finding employees who stay longer than two years. This way, decisions can be made and programmes implemented to solve this debacle. Otherwise step aside and let the government deal with our crisis roading directly. Added to the above: It would be prudent to allow passengers to transport their cycles on public buses. This way, cyclists could take the bus then hop on their bike to traverse the remainder of their destination. Also allow dogs on buses, perhaps at the back of the bus, and muzzled in a controlled manner. People need to be able to go about their business in a convenient manner, so make it easier for us to take public transport, by overcoming obstacles and encouraging more to use it. The two mentioned above would encourage me to leave my car at home on occasions. Regards Janene Holyoake

Other comments:

NO COMMENT

Thursday, 5 April 2018

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Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1230"/>
First name	<input type="text" value="peter"/>
Last name	<input type="text" value="maria"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="17 riverside place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a Katikati resident I am concerned the proposed bypass appears to be on the back burner and is not being treated with the urgency required. I read recently the bypass is rated #15 on some priority list when it is needed now if not sooner. There has been too much talking and not enough action. This project must start now if Katikati is to become any semblance of a community. Not tomorrow but now.

Other comments:

SH2 is a disgrace

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1231"/>
First name	<input type="text" value="Jen"/>
Last name	<input type="text" value="Carter"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="43 Matahiwi Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3174"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1232"/>
First name	<input type="text" value="ian"/>
Last name	<input type="text" value="gibbs"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="16 lansdowne rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

the proposed katikati bypass must be promoted to 5 or higher to allow the people of the town to have an intergrated town both east and west not a devided area ruled by traffic both day and night and from my personal point of view be able to access the town without taking my life in my hands trying to get onto state highway two

Other comments:

dont let katikati become another wellsford with 10 km queues

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1233"/>
First name	<input type="text" value="Peter"/>
Last name	<input type="text" value="Hudson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="88/181 Park Rd."/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish the katikati bypass to be at least priority 5 or higher. The township is being severely hampered by a heavy trunk route right through its centre.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1236
First name	Alison
Last name	Noble
Individual or organisation	Individual
Organisation name	
Address 1	33 Uretara Dr
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the bypass elevated up to above 5 because I feel my life is threatened each time I try to access the main highway. This is largely due to the increased number of heavy vehicles. It is dangerous and the one death we have had on the Main Street is one too many.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1237
First name	William
Last name	Yandle
Individual or organisation	Individual
Organisation name	
Address 1	252 Kauri point road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

This is my submission to the DRAFT REGIONAL LAND TRANSPORT PLAN. Katikati can't cope any longer with all the traffic going through town. It is high time that the promised bypass was built. Lowering its priority to #15 is completely unacceptable and an insult to the people of Katikati. The road through katikati was never designed to cope with anything like the present truck and car densities. The present situation has made the Katikati main street completely dysfunctional and downright dangerous. Show some honour and return the Katikati Bypass to its rightfull Priority. Include it in the TOP 5 Rooding Projects. With Expectations. Bill Yandle

Other comments:

Everyone I have spoken to has been absolutely stunned that we could be expected to continue to live like this. Its unbelievable.

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL1238"/>
First name	<input type="text" value="peter"/>
Last name	<input type="text" value="allsop"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="12 Hoggard Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The proposal to prioritise the KK bypass at 15, well below other new projects and a cycle way, is, frankly insulting to the KK community and to those thousands of drivers that have to get through the township. Having pursued this vital project for decades and secured the support of most local and some national politicians and thousands of locals, how does the Regional Council possibly justify such a low priority? It not as if this is a new idea and has just popped up. it's as if the Regional Council is hopelessly out of touch with our needs and the negative impact such increasing volumes of traffic has on our community well being and activities. The bypass needs to be within the top 5 of your transportation priorities.

Other comments:

<input type="text" value="no"/>	
Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1239
First name	Susan
Last name	Petersen
Individual or organisation	Individual
Organisation name	
Address 1	18 Maniaroa Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The State Highway between Katikati & Tauranga needs to be a top priority to be upgraded & intersections "fixed"! This road is officially ridiculous now & DESPERATELY needs immediate attention! Building permits & developments need to be put on hold until the roading is changed. Omokoroa is the most OBVIOUS area that has been & is still being over populated without any change to the main state Highway intersection!!! I DO NOT understand how anyone who would take the time (which is usually held up with traffic or horrific accidents) to drive from Tauranga to Katikati & enter & exit some of the intersections, would not instantly recognize the immediate need to prioritize our Highway!

Other comments:

Please listen to the people who actually live in this community & are actually afraid to drive their roads

Document submission

Document submission name

Submission ID	TPOL1240
First name	Peter
Last name	Goad
Individual or organisation	Individual
Organisation name	
Address 1	33 Mcdonnell St
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I consider the present State highway between KatiKati and Tauranga to be unfit for purpose. At at peak hours the traffic is many times the volume the road was designed for and it includes multiple hazards. Drivers do make errors of judgement when under pressure trying to get out of dangerous junctions and they can be fatal on this road. Speed limits need to be dropped in the vicinity of junctions like the Omokoroa turn off and the e road needs to be top priority in the list presented to the NZTA

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL1241
First name	peter
Last name	allsop
Individual or organisation	Organisation
Organisation name	The Dave Hume Swimming Pool trust
Address 1	PO Box 322
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Trust manages the Dave Hume Swimming Pool and caters for thousands of swimmers from Omokoroa to Waihi. The bypass is a common topic of conversation amongst patrons and staff, with the increasing heavy traffic and the air pollution, congestion and noise problems it causes being especially talked about and the frustration people feel about the length of time and effort it has taken to get this far and still not have a cast iron guarantee of starting it. The Regional Council's very low priority of it is a hot topic right now with a lot of scathing comments. The KK Community Board and WBOPDC has strong local and Trust support for its efforts to get the bypass built in the shortest possible time.

Other comments:

Document submission	none
Document submission name	

Submission ID	<input type="text" value="TPOL1242"/>
First name	<input type="text" value="Joseph"/>
Last name	<input type="text" value="Hunter`"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="118a Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1243"/>
First name	<input type="text" value="Greg"/>
Last name	<input type="text" value="Stowell"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="80e"/>
Address 2	<input type="text" value="McMillan rd"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Road improvement needs to be a top priority, as the time taken to travel to Tauranga is absolutely ridiculous, and new subdivisions at Omokoroa will make it worse, no wonder people get irritated and drive like idiots, putting all other motorists at risk

Other comments:

Document submission

Document submission name

Submission ID	TPOL1244
First name	Bevin
Last name	Pratt
Individual or organisation	Individual
Organisation name	
Address 1	69 Hume road RD 4
Address 2	
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State hyway 2 has to much traffic at peak hours to be safe . Entering the road is like playing Russian roulette unless someone lets you in . The road is unforgiving if anyone makes a wrong decision We need improvements to be made soon Things like a right turn lane into Wright Rd Speed limits dropped past intersections A fast tracking of the planned 4 lane to Omokoroa

Other comments:

Drive the roads at peak hours	
Document submission	
Document submisison name	

Submission ID	TPOL1245
First name	Janefrey
Last name	Goldfinch
Individual or organisation	Individual
Organisation name	
Address 1	112Lockington Rd. RD4
Address 2	
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am concerned at the amount of heavy traffic that goes through Katikati. This is a small community trying to cope with noisy logging trucks and large trucks with trailers all on their way to the port of Tauranga. As a retired citizen it is hard to safely back out of parking spaces in the township due to so much traffic. I have lived in Katikati for six years and am extremely aware of the huge increase of traffic in that period of time. I was also outside the Hammer Hardware shop when an elderly woman was killed when she tried to cross the street on her mobility scooter and using a safety zone on the island opposite the Hammer Hardware. This was about four years ago. This was very distressing for me to witness. I would like the Bypass to be elevated from priority 15 to a priority in the top 5. Janefrey Goldfinch

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1246"/>
First name	<input type="text" value="Jean"/>
Last name	<input type="text" value="Morris"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="78 Albero Drive"/>
Address 2	<input type="text" value="Ohauti"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need to make sure the turret road bridge is high on the list, if not all the work done so far is a waste of time. We also need to make sure the katikati to Tauranga's Highway is a major priority too as too many lives have been lost already and too many broken bones!!! Please council get real with what tauranga really needs!!

Other comments:

You need to visit Napier and see what could be done here along the waterfront

Document submission

Document submission name

Submission ID	TPOL1247
First name	James
Last name	Woods
Individual or organisation	Individual
Organisation name	
Address 1	126 Oteki Park Drive
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I do not support Section 7.4 Activity Priority (2) - Eastern Corridor Growth Projects - Activity class Local Road improvements. Development of urban growth areas such as Te Tumu will result in further strain on the road network across Tauranga. An integrated rapid transit network with dedicated rapid transit corridors should be part of planning for further development in these areas. It appears that only local roads are being considered in the business case. I believe planning for a more efficient public transport network should be a priority and a key public transport corridor to be established for Papamoa commuters heading towards Tauranga. (4) I support the Cycle Action Plan Implementation. (5)I support safety improvements on SH29 Kaimai Summit to Tauriko - I consider this a higher priority than option (2) above (7)I support Public Transport Priority for Key Routes (8)I support Totara Street improvements for walking and cycling (9)I support improved Public Transport and New Tauranga Bus Services (11)I support State Highway safety improvements on SH2 Tauranga to Waihi, I consider this a higher priority than option (2) above (14)I support improvements to key State Highway Intersections (eg Barkes Corner) (18) I support 15h Ave and Turret Road upgrades that provide improved pedestrian and cycle connections and public transport options. (24) I support Marine Parade walking and cycling facilities No priority given - I support Maunganui Road Walking and cycling improvements - especially intersection improvements. The Baypark to Bayfair project does NOT provide an improvement to cycling facilities (tunnel is being demolished) and this should be addressed as part of the completion of this project. An overpass for pedestrians and cyclists should be provided, as the at-grade facility proposed is inadequate. This is an important corridor that provides access for pedestrians and cyclists and connects to the Matapihi cycle track to Tauranga central. I also support an inter-regional train service from Tauranga-Hamilton-Auckland. Councils should be working together with Kiwi Rail to make this happen. This is an opportunity to reduce emissions from car transport, remove some vehicles from the state highway network and provide a safer transport choice for those who regularly travel to Auckland and Hamilton. Thank you

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1248"/>
First name	<input type="text" value="Trev"/>
Last name	<input type="text" value="Woodham"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="325 Lockington Rd RD4"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass elevated from priority 15 to a priority in the top 5 to ease congestion in town and take the trucks around the town instead of through it. The huge traffic backlogs at both ends of the town during Christmas etc are unacceptable.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1249
First name	Paul
Last name	Goldfinch
Individual or organisation	Individual
Organisation name	
Address 1	112 Lockington Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Basically with the increased tonnage of logs coming out of the Coromandel area on route to the Port of Tauranga, along with a noticeable increase of general traffic, Katikati could become an unpleasant place to be living as a retired person. It is difficult to shop and park safely in the township, environmentally noisy with polluted air. Katikati has the potential to grow and be a special place to live in the Bay of Plenty but currently the large volume of traffic makes the town future uncertain. I want the Bypass to be elevated from priority 15 to a priority in the top 5. Paul Goldfinch

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1250
First name	Jessica
Last name	Guy-Patterson
Individual or organisation	Individual
Organisation name	
Address 1	85 Apata Station Road
Address 2	RD4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including Kiwifruit, Avocado and Log Exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional and national road because it is the ONLY option. SH2 is no longer safe or fit for purpose as evidenced by the number of fatal collisions in recent years. In August 2017, the AA released an NZTA list of New Zealand's most dangerous roads, based on crash date from 2012-2016. SH2 from Katikati to Tauranga topped the fatalities with 18 deaths, 35 serious injuries and 95 minor injuries. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between them one and three deaths, between four and 19 serious injuries and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times new article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John Paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. "Blame-free People" are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. 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. APPENDIX WBOP traffic flow east from Katikati, Aongatete, Apata, Pahoia, Omokoroa, and Whakamarama passes through Te Puna and over the Wairoa Bridge into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pokeno" and "State Highway 5B, North of Tauranga City boundary, 148km from Pokeno". In 1996, the second location, 148km from Pokeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy Traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1251"/>
First name	<input type="text" value="Clive"/>
Last name	<input type="text" value="Lock"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="45 Tuapiro Rd"/>
Address 2	<input type="text" value="RD 3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

This is my first submission so here goes As a resident close to Katikati I can only comment on those that are known to me in the area I live. The most important to us is turning right into our Tuapiro Rd without a turning lane, this is very dangerous as the traffic is busy and going top speed. We were told last year at a presentation in Katikati this has been considered and planned, some land is needed to enable full speed traffic to safely pass while we wait to turn. Accidents happen there. The local paper published where a police car parked opposite the opening into our street seriously impairing the through traffic when a car was waiting to turn, how crazy/stupid was that? My wife and I accomodate touring cyclists through the website warmshowers, we warn them they are on very dangerous road, especially with the narrow bridges, this should have been rectified years ago, we have ridden the length of New Zealand on main roads and Waihi to Tauranga would be the worst. We did East Cape December 2015 and the roads and bridges there with far less traffic are much superior/safer than SH2. The priority to cycling seems about right, however the Katikati Urban or bypass should be much higher, the town is special to alot of people, yet the ludicrous situation of huge logging trucks and others rumble through the town frequently while local traffic backs out onto this highway ...CRAZY...!

Other comments:

Document submission

Document submision name

Submission ID	<input type="text" value="TPOL1252"/>
First name	<input type="text" value="Steve"/>
Last name	<input type="text" value="Morris"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="78 Albero Drive"/>
Address 2	<input type="text" value="Ohauti"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

This road has become a bottle neck and will get worse once the Welcome Bay/Maungatapu underpass is completed. Traffic already banks up along this stretch of road.

Other comments:

I request that council puts all personal and/or personal biases aside for the sake of commonsense.

Document submission

Document submission name

Submission ID	TPOL1254
First name	Ian
Last name	Moore
Individual or organisation	Individual
Organisation name	
Address 1	30 Preston Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass more urgently than ever. The traffic congestion is not going to get better with time and the frustration felt by locals and visitors alike is mounting year by year. I want to see the Katikati bypass in the top 5 priority projects for the BOP. To be placed below a cycleway is simply outrageous.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1255"/>
First name	<input type="text" value="Christine"/>
Last name	<input type="text" value="Moore"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 Preston Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass Project priority must be raised from 15 to the top 5. It is unacceptable that the congestion and frustration experienced by locals and visitors alike due to SH2 passing through the CBD is allowed to continue. The queuing that occurs at busy times of the year, the heavy traffic noise and large vehicles going through our town must stop. The bypass must be seen as an urgent priority and not of lessor importance than a cycleway! What are you in council thinking?

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1256
First name	George
Last name	Rae
Individual or organisation	Individual
Organisation name	
Address 1	74C Beach road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have lived in Katikati since 1987. Held rank of Deputy Fire Chief of the Katikati Volunteer Fire Brigade. The traffic flow has increased dramatically through the main street since 1987 hugely. The trucks carting containers to and from the port which have no intention of going over the Kaimai road passing through town are holding traffic up behind them in queues of cars. Any holiday weekend the traffic is stopped as far back as Lockington Road south and Tuapiro road north. We need a bypass asap not to be 15th on the list but 1st. Even though we have only had 2 fatalities in the actual town area as far as I can recall we are lucky that the traffic is only travelling slowly or we would have a lot more. Get real and bump us to the top and make Katikati a village community that we can be proud of.

Other comments:

The contractors use to do the roads are a joke. The two lane passing lane south of Sargent drive wasn't even open for two weeks and had pot holes the size trucks in it.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1258"/>
First name	<input type="text" value="Craig"/>
Last name	<input type="text" value="Pentecost"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="11 Farnell Court"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="WBOP"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL1259
First name	Blair
Last name	Simmons
Individual or organisation	Individual
Organisation name	
Address 1	300A Whakamarama Road
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am concerned about the safety of the current SH2 from Katikati to Tauranga, and in particular the Omokoroa to Bethlehem section which is no longer fit for purpose given the growth that the Western Bay of Plenty has seen in recent years. Traffic joining from side roads will continue to be put at unnecessary risk even when turning left with oncoming traffic approaching at speeds from 80 to 100 kmh. Vehicles attempting to turn right are simply toying with death by crossing one lane of fast approaching traffic whilst trying to merge into the other. How many more lives will be lost on this hazardous stretch of road before necessary safety improvements are made? In the meantime the traffic volumes will continue to grow and the situation will only deteriorate with each passing year. The fact that the proposed capacity and safety improvements along this stretch of state highway sit at number 11 on the priority list in the draft Plan clearly demonstrates the lack of concern that Councils have for the safety of the everyday road users. I therefore strongly encourage Councils to demonstrate proper leadership around this life and death issue and elevate the Omokoroa to Te Puna capacity / safety improvements into the top 2 on the list of priorities within the final Regional Land Transport Plan. Hopefully then the current Government will agree that the proposed safety improvements are a matter of highest priority and get on with this work sooner than later before more lives are needlessly lost. In the interim Councils should strongly consider reducing the maximum speed limit on this stretch of road (Omokoroa to Te Puna) to no more than 80 kmh at all times and perhaps less during peak rush-hour periods.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL1260
First name	Debbie
Last name	Nugter
Individual or organisation	Individual
Organisation name	
Address 1	2670 State Highway 2
Address 2	RD 2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The fact that we are 11th in line to have ANYTHING done about the highway between Katikati and Tauranga, behind a cycle way is absolutely ludicrous. My brother was a fatal victim of someone else's error on this road way back in 1992. Two cousins also were killed a few years prior. Very little has been done to this road in 26 years to keep pace with the rapidly growing population in the region. And you think we should risk our lives for at least another ten years, by which time the population will have grown even more? Shame on you for approving plans for so many new builds without having proper infrastructure in place to deal with it. Meanwhile I continue to drive past the spot my brother died every day. Cringing every time I hear the sirens or hear of another crash, texting friends and family to make sure everyone is safe .

Other comments:

I'm scared to drive this road to work every day. I'm scared to take my only child on this road. Because I know, from experience, that accidents do happen to us. Most people think it won't happen to them.

Document submission	
Document submission name	

Submission ID	TPOL1261
First name	Susan
Last name	McRoberts
Individual or organisation	Individual
Organisation name	
Address 1	48 Westridge Drive
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Bethlehem to Katikati road is becoming increasingly congested and dangerous. I travel it every day and believe it is no longer fit for purpose. There is little margin for error as people become impatient and then take risks. Agricultural vehicles travelling slowly aggravate the conditions. The withdrawal of or user pays policy of school transport has also aggravated the number of people on this road. The inhabitants of new residences at Omokoroa will also add to this already congested road. The intersections on to this state highway are dangerous with limited visibility. Omokoroa, Snodgrass, Barrett Road and Plummers Point Road are all cases in point. The conditions on this road are not going to get any better. The need to do something about it is urgent.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL1262
First name	Derek
Last name	McLoughlin
Individual or organisation	Individual
Organisation name	
Address 1	22E Clive Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

First off I am a sales rep who drives all over NZ and have been driving this stretch of SH2 for over 25 years and have fortunately never had an accident, however I have come close a lot of times and have witnessed the aftermath of accidents, but facts also back this up SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Ōmokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Ōmokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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. I am also an avid cyclist as well as other family members, but we will not cycle this road as I we don't have a death wish but would sooner drive to the Waikato where we can then cycle, these other regions are cycle friendly and have safe routes to cycle. My 16 year old also has just started driving but would sooner drive around Auckland or elsewhere than this stretch of road, how many more deaths does it take for action to happen 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. Please for the sake of all we need this project to be at the top of the list and fix this road now Signed, Derek McLoughlin

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1263"/>
First name	<input type="text" value="Reuben"/>
Last name	<input type="text" value="Guy"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="27a Oliver Road"/>
Address 2	<input type="text" value="Rd1"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3171"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL1264
First name	Nicolas
Last name	Hargreaves
Individual or organisation	Individual
Organisation name	
Address 1	619E Esdaile Road, RD 8
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Ōmokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Ōmokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. NZTA traffic flow records are appended to the end of this submission. 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. I formally request to speak to my submission at the planned hearings. Signed, Nicolas Hargreaves PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from

the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1265"/>
First name	<input type="text" value="Hilary"/>
Last name	<input type="text" value="Tomkins"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="234 Hollister Lane"/>
Address 2	<input type="text" value="Hollister Lane"/>
City/Town	<input type="text" value="Taurang"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I think the current priorities 7 and 9 (both re our bus network) need to be given higher priority. However this should not result in the cycle ways priority being lowered. We must lower our reliance on the use of private motor vehicles, both for the congestion and environment issues. It will require an efficient bus network, completed cycle ways, perhaps a sponsored 'smart travel' approach, an education programme, and potentially also an incentive programme, to change people's behaviour around private motor vehicle use here in Tauranga. While both serious road accidents and the road toll has been increasing on some stretches of our roading - eg Omokaroa, until such stage as the bigger projects are commenced and completed, can we not have NZTA lower the speed limit on these stretches of road and have a commitment from the Police to have greater levels of monitoring / enforcement. Freight: Can there be more freight managed by the train network rather than by trucks on the roads? Often I have encountered Hewletts Road being very congested due to the many trucks as well as poor lane markings / advance notice of correct lane to be in, and the lane discipline of both truck and car drivers.

Other comments:

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.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1267	Wish to speak Yes
First name	Joanne	
Last name	Bryant	
Individual or organisation	Individual	
Organisation name		
Address 1	170	
Address 2	Park Road	
City/Town	Katikati	
ZIP/Postal Code	3129	

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Joanne Bryant

APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1271"/>
First name	<input type="text" value="June"/>
Last name	<input type="text" value="Sobye"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="815 Wright Road"/>
Address 2	<input type="text" value="R.D. 4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

With only 1 road through Katikati it creates a major bottle neck at times of high traffic use with huge traffic holdups, fumes being spilled for pedestrians and shop keepers to breathe in and a major noise concern. This happens especially at holiday times but also often on days of the week and especially a Friday afternoon. The huge trucks which use this road are a mojour concern to the shoppers and shopkeepers of Katikati from a pollution and noise point of view. It is totally a necessity that the Katikati Bypass be elevated from priority 15 to a priority 5 or better. Please give this matter your urgent and utmost attention.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1272
First name	Peter
Last name	Otway
Individual or organisation	Individual
Organisation name	
Address 1	23 Holyoake Tce, Omokoroa
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

General comments: It seems incomprehensible that such a major housing development in Omokoroa could proceed before the capacity of SH2 between Omokoroa and Tauranga (already at near-capacity at times) was increased to cope with the extra traffic volume. In my opinion this should now be given top priority to minimise further fatalities and serious casualties. In the meantime the safety of the intersection of Omokoroa Rd and SH2 could, and should, be improved as soon as possible. To explain, when two lanes of traffic from Omokoroa are waiting at the stop sign to head both north and south, it is usually impossible to get a clear sight of the approaching traffic before moving out into the through lane of fast moving traffic - an anxious and potentially dangerous move. Even if a roundabout is planned, this problem could be largely overcome meanwhile, very simply, by repainting the road markings to provide merging lanes in both directions, and also separating the through traffic heading north from the merging traffic from Omokoroa with a fence, as at the Cambridge Rd/SH29 intersection near Tauriko. Additionally, the speed limit (100km/h) is dangerously high. I consider the existing 90km/h zone should be extended north to beyond the Francis Rd intersection. Alternatively, a separate 80km/h zone be put in place to cover at least the Omokoroa Rd intersection. Suggestions for removing Omokoroa commuter and shopping traffic from SH2: Purchase - or encourage private enterprise to purchase - buses with railway bogeys that can be 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.

Other comments:

No	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1273"/>
First name	<input type="text" value="Inge"/>
Last name	<input type="text" value="Van Hedel"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="302 Youngson Road"/>
Address 2	<input type="text" value="RD7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to have the changes to SH2 between Katikati and Bethlehem as soon as possible to make this part of the Highway much safer. Everyday I fear for my children to get hurt or die while in the school bus or in car in one of the many many horrific accidents on this road. As it has been always a dangerous road, now with the increase of commuting people in this area, it has become even more dangerous. Therefore changes to SH2 between Katikati and Bethlehem take make it safer, should be prioritised in NZ.

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1277"/>
First name	<input type="text" value="Dean"/>
Last name	<input type="text" value="Anderton"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="9a James Cook Drive"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As i live in Welcome Bay, every week i have to leave early to get to work on time as the traffic situation coming out of Welcome Bay in the mornings is terrible. I do feel that the Welcome Bay underpass is going to have no beneficial effect on traffic flow heading into Tauranga from Welcome Bay as all the traffic will still be backed up at the Hairini Bridge.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1279
First name	Rochelle
Last name	Mcshane
Individual or organisation	Individual
Organisation name	
Address 1	11 Lynley Park Drive
Address 2	Omokoroa
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am very concerned that not enough priority is being given to SH2 between Katikati and Tauranga. This is a busy, dangerous road which is only getting more busy with all of the development going on in Omokoroa.

Other comments:

Make SH2 upgrades a priority

Document submission

Document submission name

Submission ID	TPOL1280
First name	Michelle
Last name	Radley
Individual or organisation	Individual
Organisation name	
Address 1	374 Crawford Road
Address 2	Wairoa
City/Town	Tauranga
ZIP/Postal Code	3171

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The road between Tauranga and katikati needs to be a priority. The road is not suitable for the amount of traffic the drives on each day. The amount of crashes and fatalities on this particular needs to be improved through road upgrades.

Other comments:

Make it happen!

Document submission

Document submission name

Submission ID	TPOL1284
First name	Daniel
Last name	Kearvell
Individual or organisation	Individual
Organisation name	
Address 1	9 Mayfair street
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We all know of the problem and how quickly it has escalated. I think the time frame to ease the traffic congestion is not acceptable for the hardworking ratepayers that contribute so much to our unique society. Progress needs to happen a lot quicker than the given time frames.

Other comments:

Hear the people	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1285"/>
First name	<input type="text" value="Kerri"/>
Last name	<input type="text" value="Kearvell"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="9 Mayfair st"/>
Address 2	<input type="text" value="Tauranga south"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret road bridge and 15th ave need to be in the top 3! Traffic flow does not exist on 15th ave and this banks up back to the Frazer st lights where it is common to be at the front of traffic lights and not even be able to safely turn into that flow of traffic. Numerous cars run red lights to only sit in the middle of traffic lights where they are sitting in dangerous positions. With traffic from 2 large schools no more than 2 km away the congestion from these let alone 2 holiday parks on that stretch of road is something council need to be more conscious of and make this stretch of road a greater priority!

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1286"/>
First name	<input type="text" value="Amy"/>
Last name	<input type="text" value="Rogers"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8 Woodleigh place"/>
Address 2	<input type="text" value="Ohauti"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Yes - I believe for the future of our city it is important that the 15th av/turret road improvements must be prioritised. It should be number 3 on the list of significant improvements. It's no good having the underpass at welcome bay if you don't go on to improve the road it leads to. There are new subdivisions going in at welcome bay and ohauti. The current roading can not cope so what's it going to be like with more commuters. Put safety first - Kaimais and state highway 2 first but then sort out access to the city. Section 7.4

Other comments:

Document submission

Document submission name

Submission ID	TPOL1288
First name	Peter
Last name	Crone
Individual or organisation	Individual
Organisation name	
Address 1	142 Tetley Road
Address 2	Katikati
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

yes indeed; please; please; hear and listen to the concerns of so many about the very poor road between Tauranga and Katikati; the crash and death rate there seems much higher than elsewhere. Increasingly Auckland is likely to refuse to expand its wharves; Tauranga will become the de factor port of Auckland; heavy traffic will increase and increase; they will not drive over the Kaimais as they have a choice; how to make you all hear the concerns; please, please come and drive the road; see how poor it is; there is sadly a huge disconnect between the perceptions of ordinary folk; and traffic engineers; we don't see how minor fixes can substantially help; please plan for the future; please build ahead and fix what will the highway that carries all the goods from overseas to Auckland; and its rapidly growing population; we all know how horticulture is expanding rapidly; with that comes all the associated traffic of supplies and work; and please get a bypass for Katikati; look at Waihi; they have a very good main street now; where heavy traffic does not pass; please help; the population is growing rapidly;

Other comments:

as the hymn says, please hear our cries

Document submission

Document submission name

Submission ID	TPOL1289
First name	Paul
Last name	Moran
Individual or organisation	Individual
Organisation name	
Address 1	33 Ruamoana Place
Address 2	Omokoroa
City/Town	WBOP
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Fixing SH2 from Katikati to Tauranga need to be priority No.1 now. Far too many crashes with casualties and fatalities. How council can lost Omokoroa as an area of growth and yet not upgrade the infrastructure is beyond me. The road is not suitable for the level of traffic it is already bearing, never mind once the new sections in Omokoroa get built on. Sort it out

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1290"/>
First name	<input type="text" value="Adam"/>
Last name	<input type="text" value="Osbaldiston"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="49 Ririnui Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Maungatapu"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It is great seeing infrastructure being built to help cater for the growth of the Tauranga region, however, once the Welcome Bay connection has been finished, the issues around tge Maungatapu/Hairini area will continue as the traffic is only going to get to tglhe single lane bridge quicker. The upgrade to double lane 15th ave will help ensure the traffic moves and doesnt create a bottle neck. The Maungatapu/Hairini area has a lot of through traffic, and with the growth Tauranga is experiencing, more and more people are changing their work hours but now the traffic just starts at an earlier time

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1292
First name	Richard
Last name	Ive
Individual or organisation	Individual
Organisation name	
Address 1	R314 Ohauti Road
Address 2	RD3
City/Town	Tauranga
ZIP/Postal Code	3173

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The traffic problems at Turret Rd Bridge and 15th Ave Tauranga are damageing the local economy, poluting the enviroment and reducing the efficiency of local business, The Transport Authority cleverly gave away the problem by downgrading this direct arterial route on completion of the Eastern BOP Link. With the recent and almost complete Welcome Bay access likely to become an expensive white elephant and a complete waste of money. This main Auckland North thoroughfare requires urgent upgradeing to link the new underpass and eastern Tauranga access to the 4 lane intersection at 15th Ave. This section will otherwise become the Tourniquet that cuts off this side of town. The added advantyage of addressing this issue is that the "Favoured Eastern Link" will face continued overload througgh the Mount industrial area creating yet further traffic standstill. I urge the review to consider the improvement to Turret road an URGENT Necessity!

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1294"/>
First name	<input type="text" value="Richard"/>
Last name	<input type="text" value="Coad"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="18C Church St."/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

This is a submission to the draft BOP Regional Land Transport Plan 2018. Katikati needs a bypass today and we need the regional project list to reflect this. I want to see the Katikati bypass in the top 5 priority projects for the Bay of Plenty. Even if construction started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I'm also very concerned about the number of trucks driving through Katikati and the risk to the safety of the residents of Katikati these trucks are creating. Noise and exhaust pollution plus the speed of the trucks through town are all creating a direct risk of harm to residents. Our 13 year old daughter has grown up in Katikati and we have driven her to Katikati Primary School every day. This is because she would have to walk along the stretch of road from Mulgan Street to Beach Road on her way to school. The number of trucks plus all other traffic on this stretch of road and the speed they travel at meant we did not think it was safe for her to walk to school which would have been our preference. We believe a bypass would solve this problem and make Katikati a safer town and a more pleasant town to live in.

Other comments:

State Highway 2 from Tauranga to Katikati is a deathtrap and giving it a low priority to fix this issue means more people are going to die while you debate over it's priority in the long term plan.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1295"/>
First name	<input type="text" value="Sharon"/>
Last name	<input type="text" value="McManus"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="281 Welcome Bay Road"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL1296
First name	Paula
Last name	O'Brien
Individual or organisation	Individual
Organisation name	
Address 1	38 Morton Road
Address 2	RD4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I / my family want the Bypass elevated from priority 15 to a priority in the top 5 to try and save any of my family or friends being killed on this road in the future because the chances of that happening now are far too high. Any death on this road has huge impact on all our resources and its preventable by upgrading this road to todays standards - it is still catering for traffic flows from the 1960's.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1297"/>
First name	<input type="text" value="Daniel"/>
Last name	<input type="text" value="Smallbone"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="241 Ohauti rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Welcome bay, Ohauti An Mugatupu should be a big priority at the moment because of the size that Tauranga is coming too, those three spots are backed up every morning sitting there for over 20 minutes even more sometimes but the tunnel will not make a difference until that bridge an 15th ave is made bigger because the people from welcome bay An Ohauti An mugatupu will all meet at the end of the tunnel an it will back up like normal because of the merging so basically after the tunnel or even while your doing the tunnel need too get started on 15th ave an the bridge Thanks Daniel

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1302
First name	Kylie
Last name	Bertelsen
Individual or organisation	Individual
Organisation name	
Address 1	27 Whakamarama Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Prioritise SH2 Bethlehem to Omokoroa & KatiKati to number 1 on the list. Something should have been done years ago before the traffic volumes exploded and these dangerous roads that have claimed the life of many are now over loaded to the MAX and still more housing developments are happening .The road quality of SH2 is one of the worst in the country it is not getting sorted fast enough. Make this road safer for us all that have to use it. Our main road is SH2 and in 4 years (2012-2016) there have been: 18 deaths, 35 serious, 95 minor injuries on SH2 from Katikati to Tauranga. (And this is only to 2016, there have been many more deaths & serious injuries due to crashes on this road, in the last 4 weeks there have been 3 serious crashes and 6 minor crashes alone!) The volume of traffic has significantly increased: Daily Traffic volume in - 1975 3410 vehicles per day, - 1994 8650 vehicles per day, - 2016 25800 vehicles per day on average. Accidents happen for many reasons and quite often it is driver error but these volumes speak for themselves. A 4 lane highway with on and off ramps, a straighter road with a central barrier would dramatically decrease these accidents! SH2 has the reputation as being the most dangerous road in NZ..... it has been given a grade 2 status because of the high volume of deaths. A grade 2 road should have a speed limit of 60, not 100 or 90!!!! Local council have responded by DECREASING the priority of this road to number 11 on the list..... a delay of 10 years before the roadworks would start! Do you know a cycle way is higher up the list? If this was a work site then work safe would shut the whole road down! Please take this seriously. We have to drive this road everyday in and out of town sometimes up to 6 times per day depending on kids sports, appointments, work etc.

Other comments:

Please put SH2 from Bethlehm to Omokoroa to Kati Kati as number 1 priority. Construction was supposed to start on SH2 this year. Please put this back on track. This road has been in planning for over 20 years!!!

Document submission	
Document submisison name	

Submission ID	TPOL1303
First name	Danny
Last name	Sunkel
Individual or organisation	Individual
Organisation name	
Address 1	33 Fourteenth Avenue
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe we as a city keep dancing around the issue. The bottle neck is and will always be the turret Road bridge. Until this all other plans for fixes are not addressing the cause. I live in fourteenth avenue and the traffice down thirteenth and fourteenth ave in rush hour at night is significant. During the 6 week trials traffic still came down the shortcut, getting onto 15th at either burrows or Grace. Just fix the bridge and do it now. lets not waste money on a museum and other things when our city has become gridlocked by traffic Oropi Road is becoming just as bad getting down to the roundabout. Often in the afternoon taking me 30-45 minutes to get back to work in Maleme Street after meetings in town. I see no other way to fix this than to four lane from the route K roundabout to the new Mangatapu Intersection.

Other comments:

Take action now as Tauranga is becoming the laughing stock of NZ for its worsening traffic.

Document submission	
Document submisison name	

Submission ID	TPOL1306
First name	ROBERT
Last name	CROSS
Individual or organisation	Individual
Organisation name	
Address 1	145 Whakamarama Rd
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I am pleased to have this opportunity to give my submission in person and try to influence your decision to raise the level of the priority "to fix our bloody road" from the current numbers 11 and 15 positions to number 1. It is indeed heartening to be part of a community that feels so strongly about an issue and turns out in such force – I feel you would be well advised to heed their voice. I have restricted my submission to the areas I know best. Statistics show Omokoroa Road had 4000 vehicles movements per day in 2011 gradually increasing to 6000 vehicles in 2017 (Data from Westlink). However the population was only about 3000 in 2017 one quarter of the projected final figure and this is causing a problem now. By the time it is suggested the road would start, Omokoroa will have doubled in size! Growth has also been exponential on all the roads joining SH2 – Councils have taken large amounts of money from developers for infrastructure but it is difficult to see physical evidence where this has been spent – apart from numerous reports. All junctions that I am particularly familiar with from Pahoia down to the Wairoa Bridge Road turn off are all extremely dangerous with the major exception of the Te Puna Road junctions which is now much improved. Esdaile Road, Omokoroa Road and Plumbers Point Road all have large rural schools not far from the junction and I understand another school will be developed in Omokoroa shortly – all these particularly during term time add pressures to these already very dangerous junctions. How long will it be before a mother or father and their children are wiped out turning into or out of one of these roads? The inconvenience that will undoubtedly, at some time in the very near future, be caused by an accident at the bridge crossings will create further misery for commuters, the logging, kiwifruit and other local industries. The round trip to gain access to Tauranga whilst a blocked bridge is being cleared will cause major traffic disruption as everybody will have to go via Paeroa. This of course will also result in major losses of productivity particularly for the Port of Tauranga. There has been much talk and discussion over the safety of the Tauranga to Katikati section of road. I am sure many people will have already reported on the absolutely shocking 18 fatalities, 35 serious accidents and 95 minor accidents between 2012 and 2016 on this road, since then of course there have been many more and it should be mentioned that also many more houses have been built since 2016 creating even more pressures on the road system. What I find most revealing is that in spite of these horrendous statistics nothing has been done! Not even a reduction in the speed limit! It also surprises me that a road we call the "Expressway" on the western side of Bethlehem is limited to 80Kms and that is a four lane road. Yet our section speed limit is either 90kms or 100kms All the committee members now sitting represent different areas of the Bay – however none of you live on this part of SH2, whilst I understand that that you must do your best for your local communities you represent, in order to get re-elected, surely it hasn't passed you by that this is the most dangerous road in the bay and requires immediate action. I would like to conclude by saying that I actively support the building of a four lane highway between Tauranga and Katikati which should include the Katikati bypass. I urge you to re-think your roading priorities and make this number 1 on the list. We are told that this is the most dangerous road in New Zealand - It is time to Bloody fix it! Thank you Robert Cross 145 Whakamarama Road

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1307"/>
First name	<input type="text" value="Steve"/>
Last name	<input type="text" value="Graveson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="28 Beach Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am wishing to see the bypass of Katikati be move up the list of priorities from 15 to the top 5. The main road going through the middle of our town is quite literally dividing the community of Katikati in half. The list of issues is numerous as to the affect it is having on the community. The leading issue is Health and Safety and the numerous points that brings up. Congestion and the endless queue's traffic. A Main Road with this volume of traffic using it both day and night does not help create a pleasure, safe and inviting community environment.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1308
First name	Shane
Last name	Rutherford
Individual or organisation	Individual
Organisation name	
Address 1	237F Busby Rd
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am commenting about the proposed Katikati bypass. As I understand it, it currently racked with a priority of 15. It is my strong belief that it should have a much higher priority, at least within the top 5. The volume of traffic passing through Katikati is very high, particularly over the summer months. Far higher than a town such as the size of katikati can cope with. The safety issues related to the higher traffic volume are also getting worse. Attempting to turn from side roads onto SH2 is often a frustrating and dangerous endeavour. I have personally witnessed numerous "near misses" as cars try to get onto SH2 from side roads and driveways against the huge volume of traffic on SH2. The Bay of Plenty is one of the fastest growing regions within New Zealand and it is quite ridiculous that SH2 is the only road from Waihi to Tauranga and is only a single lane (each way) road. Within the last year there have been two occasions when accidents have forced the road to close and people have been detoured more than 160 km to get from the Western bay to Tauranga, or wait the 3-4 hours before the road was cleared. As you can imagine, this is hugely inconvenient. I don't go to Tauranga very often, perhaps once a week and yet even with my infrequent trips, I have come across two accident related delays. For those who live in the western bay and travel to Tauranga often their experiences must be much worse. The traffic problem in the western Bay of Plenty and in Katikati specifically is only going to get worse!! It is imperative that this issues get sorted once and for all. No more delays!!! Lets get the bypass underway!!

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL1310
First name	Steve
Last name	Graveson
Individual or organisation	Organisation
Organisation name	Katikati Open-Air Art Inc.
Address 1	36 Main Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati Open Air Art Inc. was created 28 years ago to help the town of Katikati prepare for the bypass that about to be constructed. Katikati Open Air Art has been working hard to meet their original mission statement to turn Katikati around and create an inviting environment for local and visitors to live and visit, Under conditions that over the years have got progressively worst due to the increasing volumes of traffic through the heart of the town this task has got to the point where it is increasing hard to continue and further improve the task and roll we undertook 28 years ago. This issue of the Katikati Bypass is not new it ha been around for years it needs to be finally resolved and ACTIONED. Katikati Open Air Art has done it part, now it is time for the Land Transport planners to do their parts and move this project up the list from 15 to the TOP 5 and save our town.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1312"/>
First name	<input type="text" value="Charlotte"/>
Last name	<input type="text" value="Boyne"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="6 Achilles Crescent"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL1313
First name	Rachel
Last name	Brodie
Individual or organisation	Individual
Organisation name	
Address 1	67 Waikite Road
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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 deigned 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.

Other comments:

Great to be asked to contribute.

Document submission

Document submission name

Submission ID	TPOL1314
First name	David
Last name	Riley
Individual or organisation	Individual
Organisation name	
Address 1	29 Whakamarama Rd
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

1 As a resident of Whakamarama I feel trapped by the state of SH2. Traffic vols are high and I can see the traffic backed up for hours very frequently. Near me at Te Puna stream there is a choke point, no alternative access is available. The highway is too dangerous to cycle, locals used to cycle to Tauranga to work and high school but this is no longer possible. Local children have to be driven to school as it is impossible to cross SH2 on foot to get to local school. 2 Getting on to SH2 is very difficult, Barretts Rd intersection is difficult and complex. I have watched school bus and Frontera tanker attempt to join SH2, it is impossible to do without hoping SH2 traffic sees you and slows down. I rely on slow traffic holding up the stream of traffic to let me cross, I have to wait till there is a coincidence of slow traffic from both directions which makes it more difficult at weekends when it is busy both directions than mid week peak times when peak is more directional 3 For me your plan is a fail on every one of the RLTP Objectives esp safety and timeframe is all wrong 4 I support better public transport and cycling but although I hate to say it I can see that money just has to spent on SH2. I hear too many sirens and have seen more injured people in the past six years since moving here than in my whole life 5 I use long distance bus services (to Ak and Well) There is no mention in your plan to encourage this, someone has even removed 'my' bus shelters and not replaced them (at Te Puna). Intercity should be encouraged to introduce an express service to Manukau city, there I could join the local train or bus network. It should not take hours as at present to get to Ak (via Thames with stop for cup of tea..not necessary) and I should not have to pre book. 6 I have experienced good road design in Netherlands, concept called sustainable safety, not just bike lanes but a total package for all users. Does not always mean spend more money, spend it more wisely to prevent accidents. 7 I am a great fan of cycling, although getting on a bit and with a few health issues I find my ebike fantastic. Tauranga and Katikati is within commuting distance (up to 20Km) but the roading network prevents this. All road reconstruction should include walking/cycling infrastructure. 8 There is money being spent on Omokoroa cycleway (fantastic) but SH2 is immense barrier for access There should always be underpasses built for access especially to allow school children to bike or walk to school. Farmers are made to build access for cows but children are not so lucky. Recreation cycleways are no substitute for commuting cycleways (shortest distance, straight, build for 30 km/hr etc Cycle infrastructure should stack up against roads for cars when you count the costs correctly. 9 Tauranga cycle plan looks awful, you should not support this as it stands, to little too late and bad designs. Money has been spent already but mostly is just a bit of paint and when a cyclist needs protection at an intersection the cycle lane disappears. We should look carefully at how the experts manage this (Netherlands, Denmark) See www.bicycledutch.wordpress.com for inspiring videos and details of design.

Other comments:

safety safety safety please	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1316"/>
First name	<input type="text" value="Caleb"/>
Last name	<input type="text" value="Evans"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="55 no.3 road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Te Puke"/>
ZIP/Postal Code	<input type="text" value="3119"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I live in te puke and work in tauranga I drive to work everyday, The only place i get held up is on turrent road the bridge is to small and so is 15th ave. It needs to be a top priority to widen the road since you have spent all the money on the welcome bay underpass that will still get backed up at the same spot as it does now.

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1317"/>
First name	<input type="text" value="Susan"/>
Last name	<input type="text" value="Goodall"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="230"/>
Address 2	<input type="text" value="Tanners Point Road"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Without doubt State Highway 2 is a very dangerous stretch of road that could be vastly improved with wider lanes and a bypass of Katikati town centre. Since the whole area is being constantly developed, it is inevitable that road traffic and congestion will increase. Travelling times are getting increasingly longer, which in turn makes people impatient and consequently make rash decisions. Trying to cross the road in Katikati takes forever, and turning right out of Countdown supermarket is equally frustrating. The Omokoroa exit is particularly dangerous especially when trying to turn right. The priority definitely needs updating from 15 to 5.

Other comments:

Yes. This is not rocket science. Stop making excuses, prevaricating and do something about it.!

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1318"/>
First name	<input type="text" value="Heather"/>
Last name	<input type="text" value="Stembridge"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="77 Grammer Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati has been waiting for a by pass for long enough please elevate the priority for this bypass from place 15 up to the top 5 so it can go ahead.

Other comments:

Why do you require so much personal information to put in one general comment.

Document submission

Document submission name

Submission ID	TPOL1321
First name	Helen Joan
Last name	Allan
Individual or organisation	Individual
Organisation name	
Address 1	14B Carisbrooke St
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to elevate priority of the bypass of KatiKati from 15 to a top of 5. The traffic going through the mail street of KatiKati is at times horrific. The noise of the huge lorries is terrible and during the summer is especially bad

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1322
First name	Michael
Last name	Goodall
Individual or organisation	Individual
Organisation name	
Address 1	230 Tanners Point Rd
Address 2	RD1
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 has become one of the busiest roads in rural NZ. The Katikati bypass is essential for the town to survive

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1323"/>
First name	<input type="text" value="Matt"/>
Last name	<input type="text" value="Matuschka"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="111 Haukore St"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Turret Road bridge through to the top of 15th Avenue is a significant issue for commuting both to and from the city during peak hour traffic. Huge growth will continue in the Welcome Bay and Ohauti areas which will continue to place pressure on the Area from the Maungatapu and Welcome Bay roundabouts through to the top of 15th Ave at Fraser St. The fantastic work in completing the Maungatapu underpass is pointless, as the bottleneck on both the morning and afternoon commute is 15th Ave. Evidence of this can be seen when the council closed the Turret Road link at the bottom of 15th Ave which resulted in East Bound 15th Ave traffic clogging Fraser St and Cameron Road. I encourage any committee member to take the drive in the morning and afternoon to see how traffic goes from being bumper to bumper on Turret Road and 15th Ave to being free moving on Cameron Road/Fraser St in the morning and after the Turret Road Bridge in the afternoon/evening.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1324"/>
First name	<input type="text" value="Keith"/>
Last name	<input type="text" value="Howie"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="408 Seaforth Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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. I 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.

Other comments:

<input type="text" value="Don't talk about it - just do it!"/>
Document submission <input type="text"/>
Document submission name <input type="text"/>

Submission ID	<input type="text" value="TPOL1325"/>
First name	<input type="text" value="terence"/>
Last name	<input type="text" value="rowland"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="165 Esk Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="RD3, Pokeno"/>
ZIP/Postal Code	<input type="text" value="2473"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to have the Katikati Bypass given a much higher priority than proposed. I live on the east side of the main road and when trying to enter onto the main road, going north, I feel like I'm 'playing chicken' with other vehicles. I also have a slight foot disability and would not dare cross the main road other than at the pedestrian crossing controlled by lights. Only one of these!!! I'm sure a Bypass would reduce the amount of unnecessary traffic.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1326"/>
First name	<input type="text" value="Ben"/>
Last name	<input type="text" value="Tuck"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="17 fairfax crescent pyes pa"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL1328
First name	Neil
Last name	Cruden
Individual or organisation	Individual
Organisation name	
Address 1	77 Fairview Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass today and we need to see the Regional Project List to reflect this. I want to see the Katikati Bypass in the top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least three years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the condition of State Highway 2 in general. How many more lives are to be lost on this stretch of road before positive construction action is taken' I feel I take my life in my hands every time I travel to Tauranga. I feel an interchange at the Omokoroa Turnoff should be of the highest priority.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1329
First name	maureen
Last name	morpeth
Individual or organisation	Individual
Organisation name	
Address 1	villa 69
Address 2	181 park road
City/Town	katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

KATIKATI BYPASS the katikati bypass is well OVERDUE parking and shopping in Katikati is a nightmare with the high volume of traffic through the town especially the big trucks that lumber through and make crossing the road etc very difficult especially given a high proportion of residents in Katikati are senior citizens. We want to see the Bypass elevated from priority 15 to a priority in the Top 5.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1330"/>
First name	<input type="text" value="Ross"/>
Last name	<input type="text" value="Mitchell"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="24/46 Sharp Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Bypass for Katikati elevated from priority 15 to a priority in the Top 5. The traffic congestion over summer is horrendous.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1331
First name	Dianne
Last name	Mitchell
Individual or organisation	Individual
Organisation name	
Address 1	24/46 Sharp Road
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Bypass for Katikati elevated from priority 15 to a priority in the Top 5. The traffic congestion over summer is horrendous.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1332"/>
First name	<input type="text" value="Dennis"/>
Last name	<input type="text" value="Maclean"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="108F Kauri point Rd"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass needs to be elevated from priority 15 to be in the top 5 Priority. The village centre is being choked by the amount off traffic through it. Especially by heavy trucks. Logging and trucks supporting the Horticulture industry in the Katikati area. Western Bay traffic is growing strongly and we need them out of our village. Katikati is being choked and polluted by this heavy traffic flow.

Other comments:

Waihi to Tauranga needs urgent attention also. Currently a very dangerous section of highway 2 with many accidents. Side road entry, dangerous corners and bridge entries. New 4 lane highway is the only long term answer.

Document submission	<input type="text"/>
Document submision name	<input type="text"/>

Submission ID	TPOL1334
First name	lisa
Last name	morrissey
Individual or organisation	Individual
Organisation name	
Address 1	185 Lindemann rd
Address 2	rd3
City/Town	katikati
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Pls elevate katikati by pass from priority 15 to a priority in the top 5. This bypass would eliminate hours of wasted time in traffic for people traveling thru who get stuck in katikati town. Especially bad during the holidays

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1336
First name	Zoe
Last name	Stevenson
Individual or organisation	Individual
Organisation name	
Address 1	2 Coach Drive
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I propose that sh2 Road be upgraded

Other comments:

Please urgently fix the roading of Sh2. Reduce the number of fatalities and the number of hospital admissions to our already overloaded dhb

Document submission

Document submission name

Submission ID	TPOL1337
First name	Wayne
Last name	Walker
Individual or organisation	Individual
Organisation name	
Address 1	31 Levley Lane
Address 2	Katikati 3129
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have issue with the the priority listing for the Katikati Bypass. Presently placed 15 by your organisation is not acceptable it needs to be in the top 5. Apart from the obvious issue of Health and Safety for residents there is also an economic issue. This for business in Katikati as passing traffic no longer stops as it is too difficult once you are travelling in a solid line of traffic. This impacts on the Main Street businesses, their viability and the quality of the businesses. There are no modern cafe / restuarants, who wants to sit outside in the smell and noise or inside with the doors closed and still the noise. It also impacts economically on the trucking industry due to traffic delays, as it is not uncommon especially in summer to take 45 minutes to pass through the town. The delay of traffic also impacts on the through drivers, frustrated because trips are taking longer, they are behind schedule and while this is not an excuse further down the road they make bad driving decisions, speed, overtaking etc and we all know this is the most dangerous piece of road in NZ.

Other comments:

Urgent priority needed, top 5 please.

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL1338"/>
First name	<input type="text" value="valerie"/>
Last name	<input type="text" value="sexton"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Longmynd Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am a resident of Katikati & am concerned about the air pollution in the town center caused by the huge trucks passing right through the town center, people do not stop to shop in Katikati as they have difficulty getting back into the traffic, also crossing the street is a nightmare. Katikati needs a town bypass urgently. This comment is regarding section 7.4 note 15 W2T Katikati Urban .

Other comments:

Document submission

Document submission name

Submission ID	TPOL1341
First name	Peter
Last name	Hodgson
Individual or organisation	Individual
Organisation name	
Address 1	1005 Whakamarama Road
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As with all plans once they are written everyone has a comment to make. So here goes... I live at Whakamarama off SH2, but work in Auckland so travel a number of kms on SH2 every week. The amount of traffic using the SH has dramatically increased over recent years and has resulted in a very unforgiving environment. 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 work in the Construction Industry and as every other PCBU have a responsibility to take all reasonable steps to keep my employees onsite safe. I do not believe this same requirement is being met on SH2 between Omokoroa and Bethlehem and through Katikati. I myself ensure the kids are quiet and I turn the radio down when I turn right out of Barrett Road on to SH2 on a weekend. I have to truly concentrate. My wife talks of making decisions and taking chances she would take no where else just to join the SH. When we have mums of the kids coming up from town they would rather turn left and go north towards Katikati to turn around and come back towards Tauranga rather than turning right. On a Saturday morning driving into Tauranga I see cars weighting to turn right and then giving up and turning left, so this happens on other roads along SH2 not just Barrett Road. How safe is this main transport link when we are forcing people to make decisions they are not comfortable with? My kids are pretty normal, I like to think, but our 8 year old has started to be anxious about my wife driving along SH2 as she has seen the frequency of accidents that occur. Kids this old should not be worried about their parents driving along a route they use everyday. This stretch of road is just too busy for the present infrastructure. An example of this is Katikati at any time. It is like playing the old Atari game frogger trying to get across the road between the truck and trailer units, camper vans, the constant flow of cars....I make my kids take off their jandies before we even attempt it to try and minimise our chance of success. What sort of road is this where I need to ask the kids to take their footwear off so they can run faster. All infrastructure plans are driven by budget in the end. I know this, but seeing how this limited funding affects my family directly seems different to other budget restraints. One of governments primary goals must be to provide a safe environment first and foremost, then we can worry about congestion and freight.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1342"/>
First name	<input type="text" value="Elizabeth"/>
Last name	<input type="text" value="Griego"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="15 Muirfield Crecent, RD 2"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Bypass for Katikati to be upgraded from priority 15 to within the top 5 priority. Katikati has needed a bypass for some years already and the plans for it have consistently been "put on the back burner" in the past. It is time to put the bypass on high priority and get it done. The hundreds of logging trucks and other unnecessary vehicles passing daily through Katikati have made traffic conditions congested, dangerous, and unsafe. It will only get worse in coming years. Please reprioritize the Katikati bypass within the top 5!

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1343"/>
First name	<input type="text" value="Carol"/>
Last name	<input type="text" value="Turnbull"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="56c Plummers Point Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3712"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State highway 2 between Bethlehem and Katikati is so dangerous, the whole road should be 90 k only. Constant accidents, road closures, to many trucks, coming out of side roads is near impossible, houses being built and roads not ready for the amount of cars, time to get into town for appointments, one must leave very early because of no of cars now on the road.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1344"/>
First name	<input type="text" value="Fred"/>
Last name	<input type="text" value="Okkerse"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8 William Wood Place"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1345
First name	Peter
Last name	Hope
Individual or organisation	Individual
Organisation name	
Address 1	6a Woodland RD
Address 2	Rd3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

THE 1st THING THAT NEED TO BE DONE IS THE Katikati By-pass. 2nd IS THE ALLREADY PROBLUM AT OMOKOROA WHICH IS ABOUT TO GET ALOT WORSE. 3rd IS THE SLOW DRIVERS WHO DON'T SEEM TO LOOK IN THERE MIRROR. THIS IN TURN CREATES LONG QUES OF CARS WHICH THEN MAKE DRIVERS OVERTAKE AT RISK TO OTHERS. 4th INSTEAD OF WAITING TO BUILD THE 4 LANE HI-WAY BUILD SOME MORE PASSING LANES WHICH CAN THEN BE PART OF THE FOUR LANEING IN THE FUTURE WHEN THE MONEY IS THERE.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL1346
First name	Maryanne
Last name	Okkerse
Individual or organisation	Individual
Organisation name	
Address 1	8 William Wood Place
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katkati community. I am also very concerned about the frequent serious accidents we witness on a regular basis and the huge amount of truck traffic is extremely intimidating.

Other comments:

NO COMMENT

Document submission	
Document submisison name	

Submission ID	TPOL1351
First name	James
Last name	Greenlees
Individual or organisation	Individual
Organisation name	
Address 1	92 Falcon Road
Address 2	
City/Town	Welcome Bay
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The current priority list shows that the regional council is unaware of the transport issues facing the region and the areas of growth, or worse is stuck in the headlights like a possum in an oncoming car, as how to solve them. The two areas that need greater priority on the regional council list, into the top 3 are: 1. Northern transport link (Te Puna to Omokoroa): This stretch of highway is continually congested and is according to media the most dangerous stretch of SH in NZ. It is outrageous that the regional council has not prioritised this road. It makes me question how much blood will need to be on the hands of the regional council, before they take this serious. Only prioritising this to number 2 on the list, will show that they take road safety seriously. This road also needs capacity increases due to the population growth that is ongoing to the north of Tauranga. 2. Turret Road/15th Ave: This road is a continual nightmare for traffic flowing into Tauranga, and makes the millions of dollars spent on the Welcome Bay underpass, one big white elephant, as the bottle neck will continue up ahead. With the ongoing subdivisions happening in the Welcome Bay area, heavy traffic is appearing as early as 6.30am. Tauranga has been under-invested in, in terms of transport infrastructure recently, and needs significant investment made ahead of the rest of the region due to the population growth that has made the city creak to its limits. Its seems like a number of the current priorities are for future population growth areas, Tauriko West, Papamoa East/Te Tumu, which would be great if other areas had been invested in before they grew, like Omokoroa and Welcome Bay. You need to solve your current problems before you solve tomorrows. A number of cycleways would be nice to have, but unfortunately again are not going to solve the current transport issues that Tauranga is having. Safety improvements from Omokoroa to Katikati, seem to be putting the cart before the horse, if you are not solving the issue between Omokoroa and Tauranga city. It also seems strange that safety improvements in Opotiki, rate higher than Omokoroa to Tauranga, when the impact would be far greater from improvements on the later.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1352"/>
First name	<input type="text" value="Karenza"/>
Last name	<input type="text" value="Purton"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="150b Park Road"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati Bypass needs to be elevated from priority 15 to a priority in the Top 5 because of the huge amount of daily traffic going through the town centre. Peak times especially Friday afternoons can be very congested.

Other comments:

The Katikati Bypass is needed to make way for the future because of the high growth in local population and to reduce current traffic congestion.

Document submission

Document submission name

Submission ID	TPOL1353
First name	Don
Last name	Thwaites
Individual or organisation	Individual
Organisation name	
Address 1	Thwaites
Address 2	26 Te Puna Quarry Road
City/Town	Tauranga
ZIP/Postal Code	319

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to acknowledge and pass my respects to the whanau and families of the following (I have not sort permission from the families, however, all names were obtained from a google search of SH2 Te Puna. 1 Christopher David Harvey (September 2012) 2 Tracey O'Brien (May 2014) 3 Craig Ritchie (November 2014) 4 Grant Coley (February 2015) 5 Tevunga Vaea (May 2015) 6 Louina Vaea (May 2015) 7 Takua Vaea (May 2015) 8 Dorothy Williams (December 2017) 9 Rex Williams (December 2017) 10 11 12 13 14 15 16 17 18 Please do not let this list be added to on the stretch of SH2 between Te Puna and Omokoroa. The above 9 fatalities occurred on the 4 km stretch beyond the current proposed end point of the Tauranga Northern Link. The intersections of Barrett Road and the intersection of Omokoroa road are accidents waiting to happen. The Quarry Road intersection has been the site of two double fatalities over the years and numerous injury accidents. Yesterday afternoon (March 20th) I witnessed a frustrated tradesman (first of 4 vans trying to exit Te Puna Quarry Road - miss within millimetres a carload of young people heading north that swerved sharply to avoid collision. This was the "straw" to finally prompt my submission - it was so close to being a "double" or "triple" to add to the above acknowledgement. November 2016 - I sat with the driver of the utility (photo to be supplied) until emergency services arrived. (I will provide a copy of the story "Tauranga Highway blocked after ute and truck crash" Please reprioritise this piece of road to number 1 on your list, we've had more than our share, we wish to have safe intersections and a safe journey to Tauranga and back. Don Thwaites March 21st 2018.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1355"/>
First name	<input type="text" value="Wendy"/>
Last name	<input type="text" value="Riordan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="48 loop rd"/>
Address 2	<input type="text" value="te puna"/>
City/Town	<input type="text" value="tauranga"/>
ZIP/Postal Code	<input type="text" value="3176"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am extremely concerned that the stretch of road between Bethlehem and Kati kati is no longer fit for purpose and is in fact killing and injuring road users. the continueing population growth in this area and the poor options for joining or crossing this road make people extremely vulnerable every day. There ar incidents

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1356
First name	Anne
Last name	Henry
Individual or organisation	Individual
Organisation name	
Address 1	149 HENRY Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Katikati bypass elevated from priority 15 to a priority in the Top 5 of roading projects. My main reason for a priority upgrade is, this current Katikati community and past Katikati community's dating back to 1949 have been patient, they have been consulted by and have waited for NZTA to prioritise action towards the recognised danger of the heavy traffic flow through the town. It is my understanding that it was only in 2017 that NZTA put to the government of the day (National - then Minister Simon Bridges) that there was a danger of the heavy truck and trailers negotiating the left hand turn in SH2 where it meets Beach Road KK and therefore NZTA made their recommendation that a bypass was needed in the town. Also stating that it was a 2nd priority to Omokoroa round-a-about. A newly created need through Western Bay of Plenty District Council's carve up of farmland there. This need, was not on any horizon at the time of the many of the earlier consults with the Katikati Community. Hence the great disappointment within the Katikati Township and the surrounding rural area feel. (In discussion with NZTA - Ian China at WBOPDC KK Community Information Day - St Paul's Presbyterian Church 2017) Not to mention Simon Bridges' political responses to the community meeting in the KK War Memorial Hall 2016, when NZTA stood up to tell us there was to be no bypass and only got 2 sentences out before uproar stopped them from speaking. Then to add to the insult, Minister Bridges' political speak, 360 degrees turn around. "No! There will be no bypass," at the start and at the end of the meeting said, "No bypass was not set in concrete and a decision is not finalised and I would see what I could do." WE have waited long enough, watched the demise of our village, attended funerals of those killed in Main Street KK and taken unnecessary risks to merge into traffic to assess our village services. Business is being affected by crawling traffic not wanting to stop in our town. Hopefully NZTA, the NZ Government and you BOPRC, will not have to front the KK Community, after a heavy truck and trailer has rolled and killed a class of Katikati Primary students walking to their river for an outdoor classroom study.

Other comments:

no	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1357"/>
First name	<input type="text" value="Linda"/>
Last name	<input type="text" value="Davies"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="16 Park Road"/>
Address 2	<input type="text" value="Katikati"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

Document submission

Document submision name

Submission ID	<input type="text" value="TPOL1358"/>
First name	<input type="text" value="Kim"/>
Last name	<input type="text" value="Breen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="5B walnut grove"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

How can a road which is so bad be listed as unimportant people are dying every week sometimes daily. This is not good enough

Other comments:

Sometime you have to listen to the people who this effects and this is one of those times

Document submission

Document submisison name

Submission ID	TPOL1360
First name	Karen
Last name	Williamson
Individual or organisation	Individual
Organisation name	
Address 1	9 Wickham Place
Address 2	Hairini
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I use the Turret Road bridge every day, and find it very frustrating. I cannot see how the new bridge is going to help at all. All its going to do is bottleneck the traffic further down the road. i would like to see another lane both ways, and that may mean using 14th ave somehow, as I can see how this can be done on 15th ave. I have started biking, but am scared for my safety, and would also like to see a cycle lane made.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1361
First name	Patricia
Last name	Hopkins
Individual or organisation	Individual
Organisation name	
Address 1	19 Nolan Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

With high growth of the region we need people to be able to live and work here and to do that we need urgently for our roads to be safer. Katikati is a beautiful township the high number of logging trucks and port traffic passing through our town in both directions every day. It is absolutely incredible to find that our very much downgraded bypass which was sitting in 5th priority has now been demoted to 15th. This bypass has been promised for many many years and despite the township population has grown and we have one set of traffic lights and traffic blocks in town constantly. Near misses of accidents and the noise and pollution of this volume of heavy traffic is unacceptable when there is a clear way of at the very least diverting heavy traffic from our beautiful town centre. It is a fact that trucks are needed to move product. It is also important that safety of people is being ignored. Making a cycle way a number 4 priority is stupidity how are the cyclists recreation more important. Do the right thing and keep a promise reinstate our bypass to its rightful place in its priority.

Other comments:

Faceless people making decisions for communities need to step up. A large number of our residents who are older would not be able to submit which doesn't mean that they don't care.

Document submission	
Document submission name	

Submission ID	TPOL1364
First name	Jeanette
Last name	Howie
Individual or organisation	Individual
Organisation name	
Address 1	408 Seaforth Road
Address 2	RD1
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass as soon as possible and we need the Regional Project List to reflect this and move the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. It is very dangerous to park on the main road and have to back out into traffic which includes large trucks and logging vehicles coming from Mt Maunganui and the Port of Tauranga. Parking off the main road and getting back onto it can be a dangerous exercise. The pollution caused by all vehicles is a health hazard. I have lived in the Bay of Plenty since 1990 and the bypass was recognised as being urgent then, so it is obviously even more urgent now with many more larger trucks on the road. Thank you.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1366
First name	Odele
Last name	Welsh
Individual or organisation	Individual
Organisation name	
Address 1	7 Langstone Street
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There needs to be a higher priority put on Welcome Bay, Ohauti and Maungatapu roading. Traffic congestion is terrible at peak times, now starting as early as 6:30am. Yes the tunnel will be great but until something is done with the Turret Road bridge and 15th Avenue it is not going to help with the traffic congestion. As Welcome Bay is showing 18th on the priority list, this is disheartening as we need help now. Welcome Bay is a growing community which needs roading to cope with this growth.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1367
First name	Beat
Last name	Moser
Individual or organisation	Individual
Organisation name	
Address 1	193 Lindemann Rd.
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Get the pollution out of the main street. How would the health department view the level of toxins in our commercial area. We are told that we need to enhance our district to attract tourism....."we've got murals and the highest level of fuel particulates (may be a little carcinogenic), but enjoy your mural tour " A by-pass would be of immediate benefit, but really, traffic needs to be sent via the Thompson Track option, (pre-empt any failings of the Karangahake Gorge). But this whole discussion will carry on going through the same old "revolving-door syndrome". Regards Beat

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1369
First name	linda
Last name	askin
Individual or organisation	Individual
Organisation name	
Address 1	38 Donnington Place
Address 2	Bethlehem
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I think if you could "shave off" the hill by the Omokoroa turn off it would increase the visibility markedly both for the people trying to turn out of Omokoroa and the main traffic on SH2 and would provide an easier safer option.

Other comments:

just listen to the public who have to travel this road daily

Document submission

Document submission name

Submission ID	TPOL1370
First name	bryan
Last name	duffin
Individual or organisation	Individual
Organisation name	
Address 1	183 Hollister Lane
Address 2	Ohauti
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It's incredible how slow. Poor planning with no vision

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1371"/>
First name	<input type="text" value="Chris"/>
Last name	<input type="text" value="Longman"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="127 Welcome Bay Rd"/>
Address 2	<input type="text" value="."/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Turret Road bridge is a major bottleneck and it is incredible that it sits at number 18 priority. This needs to be drastically elevated and brought forward as a matter of urgency for all residents that use this important corridor. To not do so wastes any potential benefit from the Welcome Bay underpass.

Other comments:

Be bold with aspirations for Tauranga transport, or risk further becoming a gridlocked small city

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1372"/>
First name	<input type="text" value="Martin"/>
Last name	<input type="text" value="Sydenham"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="410F Busby Road"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need the Katikati Bypass to be elevated in priority from its current position at 15 (i.e after all the political promises, no chance that anything will be done in our lifetime), to the top 5 and to provide some focus and intent to actually develop a bypass plan and implement it. The heavy traffic now constantly passing through Katikati is killing it as a community town. We need the bypass urgently to ensure the safety of our residents and to allow Katikati to develop safely.

Other comments:

I would like to think that this submission-gathering exercise is more than just paying lipservice to the engaging-with-the-populace rules and that you actually intend to listen with an open mind, rather than just rubber stamping whatever has already been decided.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1373
First name	Alex
Last name	Davie
Individual or organisation	Individual
Organisation name	
Address 1	89 Te Hono St
Address 2	Maungatapu
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Turret Rd Bridge is a major arterial road way, to leave it at 18th of the list to carry out the necessary widening, is a joke, how long ago was it that Tauranga received City status, 100k residents, that is almost at another 40k people, yet you still expect the commuters to put up another 40% more vehicles on the same roading network it is not getting the traffic into Tauranga it is dealing with it once it get here. Then add the additional heavy traffic coming to our rapidly increasing Port, via the Waihi road, easy peezy from Hamilton or Whakatane, no bloody good for us in town to get from once side of the town to the other. We over look the Maungatapu bridge, between 8 to 9.00 am it is at a standstill. Your priority is to fix the three bridges, Wairoa River, Turret Rd and Maungatapu, there is an urgent need for you people to recognize, our issues. Spending all this effort on the Maungatapu / Welcome Bay underpass, will not solve the problem at turret rd just move it further back.

Other comments:

We don't need a Museum we need better roads, I know, I know, it comes from another budget, bla bla. Get your priorities right.

Document submission	
Document submisison name	

Submission ID	TPOL1374
First name	Krista
Last name	Pointon
Individual or organisation	Individual
Organisation name	
Address 1	22E Clive Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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 Waihī need urgent safety improvements. People are risking their lives driving on a highway with limited visibility around corners, people pulling out from side roads & others speeding & overtaking dangerously. State Highway 2 is similar to an Urban Road, there are so many driveways & side roads feeding onto it many of which are obscured from the motorists travelling along the main road at 100kph (leaving no room for mistakes). This is why there needs to be a lower speed limit & a better system for entering the main road from side roads & driveways. My son is learning to drive on this dangerous highway which terrifies me especially when the fire siren goes off several times a week due to multiple car accidents. In the meantime could we please have; *More police presence on the highway to deter dangerous drivers. *A change in speed limit and/or installing speed cameras. *More signage warning motorists of danger spots. Kind Regards, Krista Pointon

Other comments:

Please fix our roads urgently.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1375"/>
First name	<input type="text" value="Michelle"/>
Last name	<input type="text" value="Joubert"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="860 State highway 2"/>
Address 2	<input type="text" value="Te puna"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3174"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The state highway 2 katikati to tairanga- priority should be at the top on the list. Road improvement must be prioritised based on the number of serious crashes and deaths in the last 5 years. Use statistics of crashes as a factor, along with number of vehicles using the road. It is not good enough as a main highway, a dangerous road that needs to be fixed now!!

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1376"/>
First name	<input type="text" value="Lynne"/>
Last name	<input type="text" value="Sydenham"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="410F Busby Road"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Spending time in Katikati Township is horrendously noisy and unpleasant because of the volume of traffic, particularly articulated lorries and logging trucks. Having worked in an office in the Main Street, doors and windows had to remain shut in the heat of the summer, otherwise it was impossible to have a conversation indoors or hear on the telephone due to constant traffic noise. We could also feel the vibration of passing lorries. The problem continues to worsen relentlessly. It is imperative that the Bypass is elevated to a priority in the Top 5.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1378
First name	Shey
Last name	Malcolm
Individual or organisation	Individual
Organisation name	
Address 1	5 Esmeralda Street
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Priority should be making 4 lanes from Maungatapu Overbridge to Cameron Road. This will appease all current issues and bypass all these temporary plans with an actual solution, not a temporary patch

Other comments:

Cycle lanes are a shit idea. Theres not enough room as it is, fix the problem dont make it harder!

Document submission

Document submisison name

Submission ID	TPOL1379
First name	Briar
Last name	Morreel
Individual or organisation	Individual
Organisation name	
Address 1	33b Meander Drive
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As a welcome bay resident I would like to see the Turret Road issue prioritised more than number 18 on the list. This is a urgent matter that will only get worse especially when the council keep signing off new builds in the area. We need to think ahead not wait until getting into town is more impossible than it is now.

Other comments:

No

Document submission

Document submisison name

Submission ID	TPOL1380
First name	Donna
Last name	Williams
Individual or organisation	Individual
Organisation name	
Address 1	32 Panorama Drive
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3175

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The issue of the traffic from Welcome Bay is not going to change the biggest problem is around the 15th Ave/Fraser Street intersection at night and getting out of Welcome Bay in rush hour traffic and while I do not feel the new feed road is not going to improve this issue due to single lanes in turret & 15 Th Ave

Other comments:

No

Document submission

Document submission name

Submission ID	TPOL1383
First name	Dan
Last name	Spencer
Individual or organisation	Individual
Organisation name	
Address 1	84 harrisfield drive
Address 2	Hairini
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turrett road and 15th need urgent attention. This is the main route to town from western tauranga. It is a constant grid lock between 6.30 and 9.30am and between 3.00 and 6.00pm and this new tunnel at maungatapu will only add to the chaos. Top 3 priority at least for these roads

Other comments:

No

Document submission

Document submission name

Submission ID	TPOL1385
First name	Graeme
Last name	Petersen
Individual or organisation	Individual
Organisation name	
Address 1	18 Maniaroa Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Sh2 needs to be top priority- - to many deaths!!!! - to many accidents!!!! - to many trucks, tractors,cars,motorcycles & cyclists all using a section of road that was never designed for the amount of traffic that runs over it every day! There needs to be some serious upgrades immediately!. 4 lanes from Tauranga to Omokoroa would be a great start!!! Then I believe the best option is to 4 lane a tunnel through the kaimais because if we 4 lane to Katikati with a bypass the next problem will be the karangahake gorge which would cost alot more than putting a tunnel in!! Also STOP subdivisions in western bay until this problem is solved the amount of money council must be making through the current subdivisions should be going towards fixing the road- how can you keep subdividing and not upgrading the roads to meet the demand DIGUSTING!!!!

Other comments:

Sort it out	
Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL1386"/>
First name	<input type="text" value="andrew"/>
Last name	<input type="text" value="hart"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="92 fraser Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="tauranga"/>
ZIP/Postal Code	<input type="text" value="3010"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please speed up the upgrading of State Highway2 between KatiKati and Tauranga. I witnessed a serious accident December 2016 and was injured trying to push the disabled car off the motorway. Ended up in physio for two months

Other comments:

Document submission

Document submission name

Submission ID	TPOL1387
First name	James
Last name	Taylor
Individual or organisation	Individual
Organisation name	
Address 1	12 Anchorage Grove
Address 2	Maungatapu
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Four lane turret Road. 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. Close off all side road access to fifteenth ave , at peak time as a minimum.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1389
First name	Duan
Last name	Scott
Individual or organisation	Individual
Organisation name	
Address 1	10 Conniston Way
Address 2	Pyes pa
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Council needs to be forward looking and thinking. We are the fastest growing city and need to think about the future. Make it 4 lanes all the way from Cameron Rd down 15 the Ave and across Turret Rd bridge.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1390
First name	Dave
Last name	Eaton
Individual or organisation	Individual
Organisation name	
Address 1	12 Cashmere way
Address 2	Welcome bay
City/Town	Tauranga
ZIP/Postal Code	3175

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

NO COMMENT

Other comments:

Will be great to get the Welcome Bay roads cleared up

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1393"/>
First name	<input type="text" value="Ben"/>
Last name	<input type="text" value="Olesen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="111 Haukore Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The priority rating of the 15th Avenue and Turret Road upgrade is not high enough. People traveling on this road already face commutes of over 45 minutes and the road can be at a standstill as early as 7 am.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1396"/>
First name	<input type="text" value="Elspeth"/>
Last name	<input type="text" value="Revie"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="47 Pitua Road"/>
Address 2	<input type="text" value="Te Puna"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3176"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 between Katikati and Bethlehem terrifies me. Please please don't wait until another death occurs before action is taken. Two trucks tipped their loads out at the first roundabout coming into Bethlehem in the last two months. The third time might not be so lucky and somebody will be killed. Action is needed now. Speed limits reduced now. We don't need to wait. Get a group of kindergarten mothers to make a safety plan starting now. We are the ones that rely on common sense for keeping people safe NOW.

Other comments:

Please make changes now to this dangerous road. Put temporary safety measures in place until a long term solution is found

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1398"/>
First name	<input type="text" value="Julie"/>
Last name	<input type="text" value="Kelly"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="81B Harrisfield Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret Road needs to be prioritised asap for congestion that is building morning and afternoon from Ohauti and Welcome Bag.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1399
First name	Margaret
Last name	Gething
Individual or organisation	Individual
Organisation name	
Address 1	28 Princes Street,
Address 2	Kauri Point
City/Town	RD3 Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass elevated from priority 15 to a priority in the top 5 for the following reasons: - The volume of traffic, particularly slow heavy traffic, causes a bottle neck in Katikati leading to traffic backing up on SH2, particularly in the summer months when the back up can be for several kilometers. Local residents are exposed to unacceptable delays in traveling to Katikati for their business, leading to frustrations and safety issues. - Large numbers of vehicles including logging trucks and other heavy vehicles moving slowly through the town make Katikati an increasingly unpleasant and unsafe environment due to air pollution, noise and dangers due to pedestrians attempting to cross the road, many of whom are elderly. - with local population growth there is an increasing number of local residents' vehicles, which compound the problem already occurring due to through traffic. This is only going to get worse with more new housing developments. - Because of the difficulty extricating their vehicles from the traffic stream, and the perceived unpleasantness of the environment, visitors are less likely to stop to explore and enjoy the town, with adverse impact on local retailers and other businesses. - Similarly local residents are becoming more inclined to restrict their trips to town to essential journeys only, also impacting local businesses and affecting community spirit. - the need for a bypass has been recognised for decades but it has been deferred several times. The need is now very urgent and any further delays are completely unacceptable if the character of the town and the safety of the community are to be preserved.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1401"/>
First name	<input type="text" value="Stephen"/>
Last name	<input type="text" value="Collins"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="9 Adler Dr"/>
Address 2	<input type="text" value="Ohauti"/>
City/Town	<input type="text" value="tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1403
First name	Claire
Last name	Woolley
Individual or organisation	Individual
Organisation name	
Address 1	76 Beach Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I feel that the Katikati bypass needs to be changed on the priority list , from 15th to the top 5. Why... The road through katikati at times is horrendous not only for motorists but pedestrians too. The volume of traffic that goes through the town is massive and in peak times (ie summer time) it can take up to an hour to travel somewhere that usually only takes 15- 20 mins. It is unsafe to park down the main street in katikati and trying to reverse out of a park is like taking your life in your hands. I have two young children and now opt to not even park down the main street of Katikati as there have been so many near misses due to unsafe traffic going past , or cars crossing the line to quickly try and get a park across the other side of the road. many of the roads that feed off the main road in katikati are also becoming a real hazard to try and cross. People are frustrated and because of this they are making silly choices resulting in sometimes devastating consequences for innocent people. SOMETHING NEEDS TO BE DONE AND FAST! WE HAVE BEEN TOO LONG WAITING

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1404"/>
First name	<input type="text" value="nicholas"/>
Last name	<input type="text" value="woolley"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="76 Beach Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need katikati bypass to be lifted from 15th to top 5 priority!!! Town is incredibly busy un enjoyable and unsafe with the volume of traffic.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1405
First name	Alan
Last name	McOnie
Individual or organisation	Individual
Organisation name	
Address 1	694B State Highway 2
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Section 3. The logic of this matrix seems a little unbalanced. As a long term resident on SH2 it is inescapable that the amount of traffic in particular heavy trucks has increased, while the improvements to safety have been minimal. I would like address this in particular. Section 6.2. Aspects of this summary require review, especially the safety and traffic growth assessments, including Katikati town and provision for access to and from rural roads and private properties off SH2. Section 7.2. Priority of activities requires critical review. Section 7.6 requires reference to and plans identified for adjacent Districts in order to understand the priorities accorded by other (Waikato) Councils. Section 8.1. What is the point of even putting ratepayers dollars into funding this whole study when it is sterilized by the fact you cannot even provide details of possible funding? Appendix 4. " The RLTP has adopted the safe system approach to road safety and contains a number of policies to improve road safety outcomes." Where do we find these?

Other comments:

some plain English would be good instead of hiding behind a bunch of acronyms

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1408"/>
First name	<input type="text" value="Lesley"/>
Last name	<input type="text" value="Board"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="145 Pukakura Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It is totally unacceptable to have the proposed Katikati bypass at No 15 on the priority list. It was originally much higher on the list and in light of the alarming number of serious accidents on the Tauranga - Katikati section of SH2, the bypass is one of the most urgent measures needed to improve the situation. Motorists become frustrated at the large build-up of cars and trucks either side of Katikati. It is a true bottleneck, causing drivers to try and make up for lost time once they are through the town - no doubt contributing to the high accident rate. Katikati's narrow and busy main street is not only a dangerous one for pedestrians (already one fatality) but also for motorists waiting to turn right into Beach Road. South bound trucks often come very close to the centre line and I have had my wing mirror hit by a truck while waiting within the turning bay. Katikati has been promised a bypass for decades and given the significant increase in population and in traffic density over the past two years the need is now urgent. Move it up to the Top Five priority!

Other comments:

The Omokoroa corner on SH2 and the Katikati bypass should be treated as the most urgent works.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1409"/>
First name	<input type="text" value="Raewyn"/>
Last name	<input type="text" value="Anderson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="42 Marshall Road"/>
Address 2	<input type="text" value="R D 2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass has been in the plan for many many years, and it is time it was elevated from its current position of 15 to position 0-5. The safety of the Katikati residents, visitors to Katikati and traffic is currently compromised with the numbers of vehicles (both cars and trucks) that pass through Katikati every single day. Every day is like Christmas now and although that may be a nice thought, it is definitely not when traffic movement is continually in holiday numbers.

Other comments:

Promises, promises. At the end of 2017 (yes, this was election year) a four lane highway was promised from Tauranga to Waihi, Katikati Bypass being part of this plan.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1412"/>
First name	<input type="text" value="Tony"/>
Last name	<input type="text" value="Bodger"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="21 Woodleigh Place, Ohauti"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1414"/>
First name	<input type="text" value="Lynley"/>
Last name	<input type="text" value="McGaughran"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="15 Meadowviews Drive"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1416"/>
First name	<input type="text" value="Hamish"/>
Last name	<input type="text" value="Alexander"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="129b fourteenth ave"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL1417
First name	Isaac
Last name	Bright
Individual or organisation	Individual
Organisation name	
Address 1	143 Forrester drive
Address 2	Welcome bay
City/Town	Tauranga
ZIP/Postal Code	3118

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The turret road bridge being ranked at number 18 is disgraceful and should be addressed. Does anyone on the assessment committee live in the Maungatapu/ Welcome bay or Ohauti areas. It is by far one of the worst and oldest traffic problems in the bay. I commuted on this road everyday to a from secondary school from 1999 and nothing major has been done to solve "the pinch". It was bad back then. When will this become a priority? Will you continue to allow development and the growth of this city in the direction of the above suburbs without improving the roaring network? What length of commute will mean this morning journey in particular will raise this issue in the list. It can easily be from 40 minutes on any given morning. That is disgusting for a commute of 8 km from where I live. I ride a bicycle to work then have a shower and it takes 30mins. Easily 10 minutes faster than driving. I think this is atrocious for the fastest growing city in the country. I am happy to talk to this if you see it fitting to get a better understanding.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1418"/>
First name	<input type="text" value="Taine"/>
Last name	<input type="text" value="Blackler"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="12 Astor place"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1422"/>
First name	<input type="text" value="Marcel"/>
Last name	<input type="text" value="Zwezerynen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="243 Upland Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I normally wouldn't write in a submission because to be honest who's got the time? But I feel this is very important , I am referring to the road from Tauranga to Waihi. There are lots of houses and subdivisions going in everywhere!! But where are the roads to service them? The road is bloody dangerous and outdated, lots of talk and no action ,plenty of subdivision approval though ! New Zealand used to be a Land where things got done, now even to put up a bus shelter takes a large committee forever and truck loads of road cones!!! It's beyond a joke. Hopefully Council and landtransport can coordinate a solution to what is fast becoming a total fucking mess, I'm sure there's the brains to get this done and the money, the longer this is delayed the more it will cost in lives , productivity etc etc, Come on let's get on with it Regards Marcel Zwezerynen

Other comments:

If you're in a position of power would you not want to be responsible for some actual positive change in this world?

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1424"/>
First name	<input type="text" value="Julia"/>
Last name	<input type="text" value="Cox"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 Kestrel Avenue,"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The roads in and out of Welcome Bay need to be improved so that there is not as much congestion as there is at present. I have been a Welcome Bay resident for 6 years and the last two years the traffic has just got worse and worse. More houses being built, but no consideration of how those people and the people of the existing homes are to get into town each day. The drive to work each day just seems to get longer and longer, one morning it took me 1 hour 20 mins to get from Welcome Bay to Matua - where I work. 25 minutes of that was just to get onto Welcome Bay Road, then a further 15-20 minutes along Welcome Bay Road to the lights at Hairini. Welcome Bay seems to be the forgotten suburb of Tauranga, one lane road in and out, no supermarket, no high schools, so we do need a better road structure so that we can get our kids to school and get to work. Another reason I think that we now have so much traffic in the mornings - since the free school bus service was taken away and parents had to pay for the buses, more and more parents are now taking their kids to school, even if they don't need to drive into town for work. It is cheaper for parents of 2 or 3 children to drive their kids to school because they cannot afford the bus fares. Bring back the free bus service for Welcome Bay and I am sure we will have less traffic on the road.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1426"/>
First name	<input type="text" value="Nick"/>
Last name	<input type="text" value="Stewart"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="35f esmeralda st"/>
Address 2	<input type="text" value="Welcome bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret rd bridge and hill side of 15th Ave needs to be a top three priority in your planning for roading, jamming all these lanes into one lane is causing a massive bottle neck, and all the road works being done around the area will not help traffic until this is done, it need to be double lane, but looking into the future I would triple lane it so there is no issue in the next 50 years, it's not just welcome bay ohauti and mungatapu using this road but te Puke and papamoia as well it's to much of a population explosion for this roading system to handle this system was designed for 1/5 of the population that we have now

Other comments:

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

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1427
First name	Bronwyn
Last name	Carter
Individual or organisation	Individual
Organisation name	
Address 1	H 329 Plummers Pt Rd
Address 2	Rd2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Improve safety on SH2 between Waihi and Bethlehem. The crash rate is appalling and is caused by a number of factors but predominantly by the high level of congestion on a road that was designed for far less traffic than it presently experiences and will continue to experience in increasing numbers. The problem of congestion can be somewhat alleviated by widening the road to 4 lanes and completion of the bethlehem bypass to Tauriko. This will go towards contributing to regional growth by having less time wasted in queues on the road, easier accessibility resulting in less crashes. Less crashes flow on to less cost to the region caused from serious crashes and fatalities. Objectives are not weighted correctly- increased safety for users of the regions transport networks will result in better quality of life for BOP residents and thereby improved economic performance. Thus the primary objective should be increased safety. RLTP plan puts safety as the number one/largest priority. Good. Why then does the proposed works come in at number 6 and number 11 on the Proposed Regional Activities? Activity 11 is listed Primary RLTP Objective is economic efficiency. This is wrong- it should have the RLTP objective of Safety.

Other comments:

no

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1429"/>
First name	<input type="text" value="Ben"/>
Last name	<input type="text" value="Hume"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Hume"/>
Address 2	<input type="text" value="45 Hollister Ln"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret Rd Bridge and 15th Ave need to be in the top 3 priorities. This is the point that is causing the majority of delays in the above area. If school kids are not able to get the bus any more traffic gets worse. And a normal bus gets stuck in traffic and can get you there, how do you expect this to work?

Other comments:

I support pubic transport and would love to use it, but it needs to be often, safe, comfortable and fast. At the moment it's only safe. So why would I use it?

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1430"/>
First name	<input type="text" value="Allison"/>
Last name	<input type="text" value="Rendell"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="333 Waitao Road"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3075"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the turret road bridge to have a higher priority... sick of my 50 min drive to and from work each day. Almost 2 hours stuck in my car

Other comments:

More lanes on turret road and close the dumb one way section onto turret road, those people sneaking through piss me off

Document submission

Document submission name

Submission ID	TPOL1431
First name	Suzanne
Last name	Reid
Individual or organisation	Individual
Organisation name	
Address 1	65 Falcon Dr
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We are a growing community. Traffic is getting worse. Thus time wasting is increasing, pollution is increasing, cost of goods and services Will increase, stupid decisions but frustrated drivers...therefore crashes...ambulances..hospital services...ACC..... Don't let us become another Auckland!@@

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1435
First name	Joanne
Last name	Lankshear
Individual or organisation	Individual
Organisation name	
Address 1	29b Whakamarama road Rd 7
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Safety first the new road needs to happen asap Kati kati to bethehiem road upgrades

Other comments:

Driving this road every day is very scary and with kids learning to drive even worst

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1436"/>
First name	<input type="text" value="Scott"/>
Last name	<input type="text" value="Wilks"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="33 Castlegrace Dr"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass today and we need the regional plan to reflect this. I want to see the Katikati bypass in the top 5 priority projects for the BOP. Even if construction was started today it would take at least 3 years to complete, which will be 3 years of misery for the Katikati community. The town center is suffering, and doesn't feel like a nice place to spend your time, it has so much potential.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1437
First name	Vanessa
Last name	Lankshear
Individual or organisation	Individual
Organisation name	
Address 1	492 Omokoroa Road
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, (Your name here.)” PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway “traffic volume data collection system” from 1975 to 2016. Traffic count at “Station 5, Te Puna” and traffic count at “Station 5B, N of City Boundary”. 1975: 3410 5470 1984: 6040 9850 Traffic count at “T65, West of Snodgrass” and traffic count at “East of Moffatt Road”. 1996: 10780 15100 Traffic count at “T65, West of Snodgrass” and traffic count at “North of Wairoa Road”. 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as “Station 5, Te Puna, 143km from Pōkeno” and “Station 5B, North of Tauranga City boundary, 148km from Pōkeno”. In 1996, the second location, 148km from Pōkeno, was described by Transit as “Tauranga; East of Moffatt Road”. The above figures quoted from 2005 onwards are from “T65; Telemetry site 65 West of Snodgrass” and “480 metres north of Wairoa Road” as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having “Heavy traffic 10.1% of the time over a 28-day monitoring period,” which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1442
First name	David
Last name	Allen
Individual or organisation	Individual
Organisation name	
Address 1	154 Munro Rd
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years:

http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Your Sincerely, Dr David Allen

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1443"/>
First name	<input type="text" value="Bob"/>
Last name	<input type="text" value="Meredith"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="12 Walker Rd West"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass today and we need the Regional Project list to reflect this. I want to see the Katikati bypass in the Top 5 priority projects for the Bay of Plenty. Even if it was started today it would take at least three years to complete, which will be three years old traffic congestion misery for the Katikati community. I am also concerned about the highway from Bethlehem to Omokoroa that road also needs to be started as soon as possible. You have all those sections coming on stream at Omokoroa. This road is urgent. The highway from Omokoroa to Katikati needs to be radically improved urgently We need a turning bay to turn into Walker Rd West when coming from Katikati. The road is so dangerous.

Other comments:

Why when all the bridges on State highway 2 were strengthened were they not also widened. You seem to waste a lot of money.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1444
First name	Louise
Last name	Apra
Individual or organisation	Individual
Organisation name	
Address 1	58 Rosella Drive
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Priorities 7 and 9: I'm keen we discuss and make actual positive progress on 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. At present, students travelling from suburban Welcome Bay to Mount College (and return) take two Hopper buses which often don't connect well in the CBD junction resulting in a journey that can take 1 to 1.5 hours (including missed connections in the CBD). There's a large number of suburban Welcome Bay students making this trip daily using Hopper services and considerably less students travelling on empty rural school bus services. Mount College could certainly confirm its Welcome Bay based student numbers. For this particularly journey, the CBD as a central junction does not make sense for the reasons stated plus the addition unnecessary pressure on the Turret Road Bridge pinch point. This is an example of taking the longest route possible when there are 2 other suitable alternatives. I cannot understand why there's no bus route from either: 1. Welcome Bay directly to the Mount via the SH29 causeway, or 2. The School Bus 309/310 (via Welcome Bay/Waitao) is not extended all along Welcome Bay Road to pick up students from the Welcome Bay Shops then continue to Kairua Road (both ways). Priority 4: I can't understand why cycle ways are prioritised over public transport options. More people can and would use buses over cycling to/from work. I'm not sure how any cycle way would provide an alternative for the examples I've stated above. Finally, I've lived in the Welcome Bay community for 22 years and for far too long it has (and still is) the forgotten suburb. Its about time both local authorities, BOPRC and TCC, recognised that no matter how good our roads, bus services or cycle ways are, the Turret Road Bridge is a significant achilles heel for the greater Tauranga community. For an entire city's traffic to channel through this inefficient roadway is ridiculous. I await the day Tauranga experiences a significant natural disaster that destroys this bridge. Then our local authority civil engineers will be forced to come up with an urgent solution due to sheer necessity instead of leaving the decision up to successive councillors not do not wanted to make the hard decision.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1446"/>
First name	<input type="text" value="Wesley"/>
Last name	<input type="text" value="Brinkman"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="98 Te Hono St"/>
Address 2	<input type="text" value="Maungatapu"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Hi, The Turret road bridge is a MAJOR issue and needs urgent action, the traffic going into town is a disaster and its not going to get better, we need a second bridge to join up at the Z station to join 15th ave. Your inaction is going to slow the growth of this city! Cheers

Other comments:

Document submission

Document submisison name

Submission ID

Wish to speak
Yes

First name

Last name

Individual or organisation

Organisation name

Address 1

Address 2

City/Town

ZIP/Postal Code

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1450"/>
First name	<input type="text" value="Brad"/>
Last name	<input type="text" value="Tunncliffe"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="540 Otumoetai Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3110"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am a daily commuter into and out of Welcome Bay. Until Turret Road and bridge is widened to the 15th Ave / Fraser St intersection, all the good work from Welcome Bay will have little effect as traffic will still be congested due to the bottleneck at the single laned Turret Rd and Bridge.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1451
First name	Michael
Last name	Coddington
Individual or organisation	Individual
Organisation name	
Address 1	137 Munro Road
Address 2	RD7
City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SAFETY priority on SH2 We need IMMEDIATE action to make the road safer, it could happen TOMORROW... Monday! (As well as making upgrade to 4 lane highway a TOP PRIORITY) No doubt somewhere NZTA has a stock of speed restriction signs (70km?) and perhaps "slow down" signs which could be posted at every dangerous intersection. The primary aim is to slow down the fast opposing traffic during rush hour. The traffic density has got a lot worse in the past 12 months and driving a lot more manic because people are under pressure in an increasingly competitive society. The current situation is like having road works but not bothering to put up signs and speed restrictions!!! For example, I come out of Quarry Park road in the mornings, if I am not ridiculously early I must turn left then right into Snodgrass road, because it is impossible to cross both lanes turning right toward the city in one action. I then often sit for extended periods in the middle of the road with cars coming up behind/beside at 90 to 100km, knowing that they cannot even see me until the last minute. It is only a matter of time until I am shunted at high speed into opposing traffic. These cars have picked up speed on the passing lane before this blind intersection. Of course, others have their story, for example I would not even consider going to the Wakamaramara shops for milk in rush hour! Ideally these signs would be then upgraded to electronic ones that operate differently during peak hours, but if these are not available we cannot afford to wait for them, we can go with the old fashioned metal ones in the meantime. Certainly, these will inconvenience those in a hurry, but the current risk levels are unacceptable! I gather NZTA already have electronic options for regulating rural intersections that warn when someone is trying to come out of a side road. I have a 4 year Psychology degree in sense and perception and I see the major problem is that road safety is being blamed on drivers but the scientific truth is that human beings are biologically incapable of driving vehicles in situations such as these, and a high fatality rates are inevitable. Years ago, they argued against safe car design and seat belts on the same basis that accidents were drivers fault but Ralph Nader successfully campaigned for greater safety. Of course we are all human, make mistakes, but do not deserve to die horribly on the road... In future plans I would like to see provision for buses to stop on demand near major intersections, my wife at least would use that service. I am also sceptical about the current trend to place obstacles in the middle of the narrow road such as "cheese grater" barriers which are particularly a danger to motorcyclists. The road is very poorly lit and many accidents seem to be now caused by motorists not seeing the beginning of the barrier! There have been around 10 deaths within 1km of my house within the past 3 years, thankfully we are not on the main road. Two of those accidents I was driving on SH2 seconds from the incident. Including a near miss with an oncoming vehicle which veered out of control, on our return we learnt a van behind us had been struck with several occupants burnt to death screaming for help, although I am not sure it was the same incident. The most recent fatality at our intersection we were very worried it was our best friend, an inexperienced driver who had just dropped off my wife, but we were relieved to find her at her home. However we now suspect it was our elderly neighbours who were killed, we have not seen them since and are afraid to ask! Years ago I attended a car accident near the Wairoa bridge where a 18 year old woman was thrown from her car, they lived nearby and her father arrived at the scene just in time to witness her die in my arms. They are currently building more than 30 new houses in our small rural loop road, around 4x the current number, each will average two cars using the intersection. The trend all the way up through Omokoroa to Katikati is that the huge increase in new residents are commuters working in the city and families taking children to school, where as previously the area was mainly retirees and those working on lifestyle blocks who tended to travel less and at off peak times. My wife is a new immigrant who has been in NZ 15 years, from a European country where driving is not necessary because of excellent public

transport - sadly she has abandoned attempts to learn to drive because our roads are too dangerous. My 28 year old son (now in Hamilton) also abandoned his attempts to learn to drive after a near miss and aggressive driving in Tauranga shook his confidence! Michael and Irina Coddington, 137 Munro Road.

Other comments:

Act NOW to make our road SAFE - don't wait for the ideal solution

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1452"/>
First name	<input type="text" value="alan"/>
Last name	<input type="text" value="smith"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="12b blundell place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

its all been said over and over again and it can only get worse. we desperately need to be in the top five on the priority list.

Other comments:

no

Document submission

Document submisison name

Submission ID	TPOL1453
First name	Brian
Last name	Thompson
Individual or organisation	Individual
Organisation name	
Address 1	216 Kauri Point Road
Address 2	R D 3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

My comments concern Chapter 3 and Chapter 7 As a compulsory user of State Highway Two from Tahawai to Tauranga (their being no alternative route to bypass SH2) I object strongly to the low priority given to the W2T Katikati Urban (15) and the Omokoroa to Te Puna (11) activities list I ask in the interest of public health and safety that the W2T Katikati Urban and the Omokoroa to Te Puna be elevated to being listed in the first five priorities Roding Projects As a commercial user of this road and as a family resident off SH2 I urge you to reconsider the low priority you have given to our family and business and employees lives I understand the Tauranga City removed plans for Tauriko West connections and object to our area being pushed further down as a result of their mismanagement. Our district has for decades been planning for the future and getting pushed back by those who haven't. Yours faithfully,
Brian Thompson

Other comments:

NO COMMENT

Document submission	
Document submisison name	

Submission ID	TPOL1454
First name	Jan
Last name	Robinson
Individual or organisation	Individual
Organisation name	
Address 1	Robinson
Address 2	431
City/Town	KATIKATI
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would strongly recommend that the proposed bypass of the Katikati township become a top priority for our region. It needs to be top 5 along with there being more passing lanes between Katikati and Tauranga to allow our slow (60-80 kmph) drivers to be passed. This I feel would be a short term solution to helping the frustrated drivers who want to drive at the indicated speed for our road and are making the road very dangerous for the mainly courteous drivers.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1455"/>
First name	<input type="text" value="Joshua"/>
Last name	<input type="text" value="Agnew"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="22 Acornia Close, Ohauti"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Ohauti and welcome bay traffic issues need to be made a higher priority. Development to the lakes and tauriko is putting increasing pressure on the existing infrastructure. This combined with growth in the papamoia region, coinciding with road works at bayfair is also diverting traffic through an already stress system. The welcome bay tunnel will have come to late to address the growing burden that is being placed on this access point, without prioritising development to the welcome bay bridge and 15th ave/turret road.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1456
First name	Hannah
Last name	Winsley
Individual or organisation	Individual
Organisation name	
Address 1	20 Princes Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to express the need for the Katikati bypass to be on the highest priority list. It is a very dangerous stretch of highway that I travel every day with my children as I live just outside of Katikati, I see the accidents and deaths on a regular basis. I avoid using the town centre as it is dangerous and obnoxiously noisy with the constant trucks that stream through. We have needed this bypass for many years and the problem is only getting worse.

Other comments:

Please when building roads allow cycle ways also, I would love to be able to cycle or even walk easily from Te Kauri Village to Katikati or Tuapiro...the country roads are windy and very dangerous with no room for walking or cycling. It would cut down on my private car being the only workable way of getting around even though getting out on our roads is a fatal choice for many

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1457"/>
First name	<input type="text" value="Alexander"/>
Last name	<input type="text" value="Chryssafis"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="20 Princes Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1459"/>
First name	<input type="text" value="Eleni"/>
Last name	<input type="text" value="Chryssafis"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="20 Princess Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Kaitkati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please prioritise the Katikati Bypass. It is really important for ma and my community that we can get around our town safely.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1460
First name	Andrew
Last name	Campbell
Individual or organisation	Individual
Organisation name	
Address 1	16A Te Arawa Place
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Fix SH2. Delaying further makes you liable for the ongoing butcher's bill - the deaths and injuries can now be laid at the feet of the planners and politicians who are prevaricating in the face of an obvious need for action. The highest deaths and serious injury rate in the country and you sit on your hands, and say its the government, it's NZTA. The council can act, take a hint from the residents who are proposing to sabotage the route. The Northern arterial also needs to happen now. The councils have been pumping people into the area served by SH2 and the failure to lift the transport capacity to cope is now evident. Perhaps the council should introduce a daily traffic limit and permit only traffic volumes that teh road can safely handle. This of course will create a huge outcry from the taxpayers who are entitled to use the infrastruture they have paid for, and the noise may encourage quicker action. Or do a Muldoon and permit Omokoroa and Katikati residents to use the road only two days a week.

Other comments:

NO COMMENT

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL1461"/>
First name	<input type="text" value="ian"/>
Last name	<input type="text" value="nicholson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="34 snowden st"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Traffic in Tauranga is appalling. It takes 10 mins longer to drive from Tauranga to Katikati than it did one year ago. Bottle neck at Windermemer roundabout. Why are there 2 lanes and one is empty with no cars turning right to Hairini? 15th Ave- a disgrace. Why is teh council allowing new house sto be built when the infrastructure is still built for a small town? The highway to Kati is a death trap.

Other comments:

Less talk and more investments in our roads. Regulate the number of new house being built until proper roading is in place to cope. New houses being built in Ohauti with McFetridge road being the only road is typical of short term planning.

Document submission

Document submisison name

Submission ID	TPOL1462
First name	Christine
Last name	Steel
Individual or organisation	Individual
Organisation name	
Address 1	67 Ongare Point Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I refer to the priority list on Page 10. I am deeply concerned about mounting traffic volumes on SH2 and the safety of motorists. Also that the Katikati Urban (bypass) has been given such a low priority on the RLTP priority list. Katikati townfolk have been crying out for an alternative road to take heavy traffic, pollution and mounting traffic congestion away from the central business area for more than 50 years. Our town is suffering yet our district is growing. By 2020 which is only two years away, traffic volumes will escalate even further. Waiting to make a start on construction of the 3km road is not an option. IT MUST START NOW! Driving on SH2 reminds of how the road between Albany and Auckland used to be before the new roads were built - accidents causing death and serious injury almost every day! How many deaths does it take before there is action? The intersection at Omokoroa Road is appalling and with the growing number of new homes under construction and new subdivisions being developed there, this exit and entry onto SH2 is going to get worse, and it is bad enough now. Tauranga is the fastest growing city in New Zealand. SH2 is under pressure. I am one of the statistics of SH2 and was injured in a serious car crash on March 3 just south of the Omokoroa Road turnoff. I was not the offending driver, but a victim. I am asking you to pressure government to look at SH2 now and take urgent action before there are more deaths on the 'horror highway'. People are fearful when driving from Katikati to Tauranga and they should not be - we cannot wait until 2023 before a road is even thought about - PLEASE DO SOMETHING NOW!! I refer to the priority list on Page 10.

Other comments:

Take a look to the northern end of the Bay of Plenty instead of looking at Tauriko and cycleways. Public safety should be your major priority!

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1464"/>
First name	<input type="text" value="Jenny"/>
Last name	<input type="text" value="Ballard"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="26 Preston Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Hi there.....My name is Jenny Ballard and I have lived in Katikati since 2000. I was so disappointed to see that the proposed bypass for Katikati has now been relegated to Priority 15 - literally the 'bottom of the pile'. Prior to this the township was celebrating the fact that the bypass was going ahead and it made the front page of our local newspaper. What happened? We need to be in the Top 5 to get our bypass under way after many years - I believe over 20 or longer - of campaigning for this change. Every day there are hundreds of trucks going through the narrow main street of Katikati. They are noisy, smelly and at times it is impossible to have a conversation in shops without the sound of the trucks. On the other hand Waihi has successfully turned itself into a pleasant shopping area with trees, statues, quality shops and paved areas to walk. It has a bypass road which a lot of people use which diverts traffic from the main town, especially the trucks. We will never be able to achieve this for Katikati if we don't get our bypass. My other concern is that Katikati is growing in population with more subdivisions underway. More subdivisions means more people on the roads and the congestion is compounded by cars reversing out onto the main highway in Katikati. This is not the case for Waihi because they have a bypass road. Please reconsider your decision and give the Katikati bypass your highest priority. We want a town with a heart!

Other comments:

Document submission

Document submission name

Submission ID	TPOL1465
First name	Debi
Last name	Bennett
Individual or organisation	Individual
Organisation name	
Address 1	Bennett
Address 2	PO
City/Town	Bethlehem Tauranga
ZIP/Postal Code	3147

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

“Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Ōmokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That’s according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Ōmokoroa’s designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years:
http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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. Signed, Debi Bennett PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE.

APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1467
First name	Hamish
Last name	Morrison
Individual or organisation	Individual
Organisation name	
Address 1	Morrison
Address 2	632 Wright Rd
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass needs to be done. It is currently at number 15 on the priority list and has to be elevated to a priority within the top 5 where it should rightfully be. Due to a much greater area population and heavy holiday traffic, Katikati is now often in gridlock with vehicles queued for kilometres in either direction. Also H/W 2 from Katikati to Tauranga needs urgent attention as it has become a death highway because of the same reasons with ongoing serious and fatal collisions happening on a regular occurrence. Both these roads need to be on the priority list.

Other comments:

I'm not alone on this view as prioritising these two roads would not only benefit the community, but everyone travelling on them.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1468"/>
First name	<input type="text" value="Pauline"/>
Last name	<input type="text" value="Hartshorne"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="172a Willoughby Road"/>
Address 2	<input type="text" value="RD 3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The bypass for Katikati has slipped down the list and should be reinstated in the top 5. This town is growing extremely quickly and needs the bypass to ensure that the community can continue to grow in a safe manner which it cannot do with the traffic volumes growing each year. There is only one legal crossing in the town and several refuges but with many elderly and now younger families settling here we need to ensure the town is not clogged constantly with out of town traffic (including a high volume of big truck and trailer units) and holiday traffic. We live just north of Katikati and find the traffic backed up to our road regularly - often stopped but usually a crawl governed by the traffic lights being used in town. The drive through to Tauranga is bad enough (and getting worse each year) and the frustrations for motorists is always high but the extra traffic through the town sees many losing their rag at the simplest things which would not happen if those who don't wish to stop here can go by without crawling through the main road in the town. We urgently need the bypass please reinstate it NOW! Signed Pauline Hartshorne's

Other comments:

Document submission

Document submission name

Submission ID	TPOL1469
First name	Delwyn
Last name	Keyworth
Individual or organisation	Organisation
Organisation name	Katikati Health Centre
Address 1	4 clive Rd
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

it is imperative that the Katikati by pass is implemented asap due to the increading numbers of people moving into the district. The current roading thorough the twonship is already under presssure with the volume of traffic including increasing number of heavy duty traffic accessing the Port of Taurnaga is coming through the town centre. There are significant back logs - it is common, particularly in Summer that the usual 10 minute drive to Tanners Point from Katikati has taken over 45 minutes with the traffic lights allowing paedestrians to cross the road safely slows the flow though the town. thsi also puts patients at risk especilly in an emergency due to the delay in accessing the medical services in katikati or the docotrs / nurse are impeded as they attend an urgent call out.

Other comments:

NO COMMENT	
Document submission	
Document submisison name	

Submission ID	TPOL1470
First name	Claudia
Last name	Walzak
Individual or organisation	Individual
Organisation name	
Address 1	32 Sunnybrooke Close
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Tauranga is a fast growing city and Welcome Bay is a fast growing suburb. Lots of land development has happened and is still happening but the roads and public transportation didn't change. If the council allows all the land development and new housing it must plan for infrastructure BEFORE. But it didn't and the traffic jam every morning is the price everybody has to pay. The Maungatapu underpass will not fix the bottle neck situation on Turret Road Bridge. Having Turret Road Bridge on number 18 of the priority list is not good enough. It needs to be in the TOP 3! As does public transportation. It does not make any sense to have a bus that sits in the same traffic as everybody else. A bus lane AND buses every 10 minutes during rush hour at affordable prices would be the bare minimum to get people to use it. At the moment it costs a lot and is just as slow or even slower due to stops. Even better would be a Monorail going over the traffic. If Tauranga is supposed to become one of the most modern cities in the world the infrastructure needs to be up leveled badly. One can't demand people to use public transportation if there are really no options! It is the Councils responsibility to provide options. If there are good, fast, affordable options, people will use it and it will help to keep traffic out of CBD. Just look at other major cities where it works perfectly fine. Studies have shown that building more roads is just a short term fix and within 5 years time the traffic is where it first started especially in growing cities like Tauranga. Therefore Maungatapu underpass and Turret Road Bridge will just be short term fixes that have to happen now but at the same time plans for better public transportation need to be underway!

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1471"/>
First name	<input type="text" value="WILLIAM"/>
Last name	<input type="text" value="SHARPE"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="86/181 Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3249"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass elevated from the current priority 15 to a priority in the Top 5 as I believe this bypass will both reduce the volume of traffic to an acceptable level through Katikati and also reduce the number of serious accidents that are currently occurring on this section of the N2.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1473
First name	DIANE
Last name	SHARPE
Individual or organisation	Individual
Organisation name	
Address 1	86/181 Park Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3249

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass elevated from the current priority 15 to a priority in the Top 5 as I believe this bypass will both reduce the volume of traffic to an acceptable level through Katikati and also reduce the number of serious accidents that are currently occurring on this section of the N2.

Other comments:

No	
Document submission	
Document submission name	

Submission ID	TPOL1474
First name	Hayley
Last name	Gillard
Individual or organisation	Individual
Organisation name	
Address 1	213 ballintoy park drive
Address 2	Rd 5
City/Town	Tauranga
ZIP/Postal Code	3175

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Welcome bay needs to be top priority. Traffic is continually getting worse. We are constantly bumped down the list. It is not good enough. Please make the welcome bah turret road TOP 3!

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1475"/>
First name	<input type="text" value="Gudrun"/>
Last name	<input type="text" value="Penn"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Princes st Rd 3"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

WE NEED THE BYPASS Please all you have to do to see it is try to turn right out of any road in Katikati not to mention all the deaths and injurys on state highway 2 we pay enough in taxes JUST GET IT DONE

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL1476
First name	Maureen
Last name	Bruning
Individual or organisation	Individual
Organisation name	
Address 1	1245 State Highway 2
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State Highway 2 Tauranga to Katikati : Needs to be given a higher priority Rating for four-lane expressway!! Sixty-five years ago the state highway was constructed through our farm as a new road, effectively cutting our farming operation in half. Can you imagine what type of cars we were driving in 1953 and at what speed? Improvements have been made over the years but the alignment combined with vastly increased volume of traffic do not allow for ANY human error. This has impacted enormously on our lives. We have two households and a functioning dairy milking shed requiring daily services. Our entranceway does not comply with 100kmph standards with restrictive sight visibility. Vehicles cannot exit or enter from the right. We do not attempt to cross the highway. For many years we have had to alter our driving for safety reasons so that on exiting ,we must travel north to Omokoroa Road, turn there and exit onto highway to head south. If travelling south we have to carry on passed our entranceway on to Barrett Road and turn there to head north, so we are in the left lane to pull off the highway into our entranceway - which, incidentally we tarsealed at our own cost to provide a safer entrance for milk tankers, rural post vans, farm services and the like. We need to constantly warn any visitors of the danger. There have been many accidents - several fatal, including a miscarriage, on or about the corner or curve in the highway by our entrance over the 70 years we have lived here. There is far too much unnecessary layers of over-governance and over-regulation compliance which is strangling and delaying urgently required action. The future growth of vehicles using the highway is only going to increase. For a long time we have suffered from loud noisy rumbling from 3am onwards each and every morning with heavy traffic heading to and from the Port/Auckland even with newly installed double-glazing. Another critical impact is - our farm tractor does not fit in the cattle underpass, therefore crossing from one half of the farm to the other necessitates extreme care crossing the lethal highway. This is an extremely dangerous road and we plead this section of the highway be allocated a High Priority Ranking in Section 7.4.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1477"/>
First name	<input type="text" value="Suzanne"/>
Last name	<input type="text" value="Ball"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="18 Main Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a by-pass as soon as possible and must be put into the Top 5 priority projects for the Bay of Plenty. The main street is very unpleasant for the community because the heavy traffic causes intrusive noise and air pollution (the trucks are at times only metres away from the pedestrians on the narrow footpath) which is stressful for people year in, year out and I feel this is an impediment to developing strong retail businesses/ community projects in the town. The car/truck traffic volume means that cycling becomes very hazardous in town and so this activity cannot be encouraged which may ironically cause less local car traffic. It is unacceptable that the Katikati community have to put up with increasing traffic congestion when a solution can be found with the construction of the by- pass.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1478"/>
First name	<input type="text" value="Christine"/>
Last name	<input type="text" value="Shirley"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="73 Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I feel strongly that the Bypass for Katikati should get a higher priority. Instead of being 15 on the list it should be in the Top 5. It can be dangerous parking in the main street with the continual flow of traffic and particularly big trucks. It is also difficult to cross the main street. [COMMENT 2]I feel that the upgrade to SH2 Katikati to TePuna should be an extremely high priority. I drive this road most days and have had to detour because the road was closed because of accidents. I had my car written off because someone rear ended me because of a queue of traffic ahead of me. I have been living in Katikati since May 2017 and am horrified at the number of crashes there have been on this highway. Hardly a week goes by without one or two accidents. I realize we have bad drivers but for this high accident rate there must also be problems with the design of the road. Section 8.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1479
First name	John
Last name	Giffney
Individual or organisation	Individual
Organisation name	
Address 1	416 Tuapiro Rd
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

2.1.1 The statement that Pokeno to Tauranga is a significant "tourist journey" is true but to not mention Hwy 2 as a key Auckland to Tauranga route is hugely misleading. It is becoming very difficult and at times dangerous to access Hwy 2, particularly in the Western Bay, from numerous local roads as the traffic on Hwy 2 has increased. This has been particularly noticeable over the last 2 years. Local traffic is not wanting nor trying to travel at 100km/hr and delays Auckland - Tauranga travel.

2.1.1 The suggestion that State Hwy 1/29 Auckland - Hamilton - Tauranga is the most economic route from Auckland to Tauranga by road is wrong now and probably always will be. It is developing more as a growth triangle AK-HAM-TGA. Tauranga should never be considered as a satellite town of Hamilton - it is bad enough that rail now has to go through there. There needs to be a separate Auckland to Tauranga road link that doesn't go through the Karangahake Gorge and is not the main (and only) road route Tauranga to Hamilton. Karangahake Gorge is becoming a significant tourism attraction and impacting on through traffic. A route over Thompson's track would seem preferable, possibly making more of the Kaimai range accessible to Tourism at the same time.

7.3 et als The Katikati Urban is a key regional development requirement. The town cannot develop while a main highway goes through the centre of it. With the land purchased surely cutting the road comes in under a major significance \$ limit?

9.4.2 The \$1M limit for prioritization for LTFA significance is too low and a waste of time - should be raised to >\$10M or \$20M? These are capital works generally of a very long life. If not of a very long life expectancy then perhaps they shouldn't be considered at all.

4.1.4 The Te Aroha - Thames - Paeroa - Waihi (railway) cycle links should be expanded to include Te Aroha - Katikati - Waihi Beach - Waihi and Katikati to Omokoroa. These should be included in this plan to support tourism development, keep tourists in the region for longer, and get cyclists off Highway 2. All major highway road bridges should have cycle and pedestrian crossings on both sides of the road.

Other comments:

General There appears to be a cost shifting between national and local roads to the extent that national roads are used for local use to too great an extent, depressing regional development away from Auckland.

Document submission	
Document submission name	

Submission ID	TPOL1480
First name	Pauline
Last name	Eddowes
Individual or organisation	Individual
Organisation name	
Address 1	17 St. Paul's avenue
Address 2	Brookfield
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The ranking of the Omokoroa highway project (state highway 2) needs to be moved from where it sits at #11 in the Draft Regional Land Transport Plan - to the Top 5. I travel this road regularly picking my grandchildren up from omokoroa No.1 school and I have noticed many near misses due to the traffic build up and narrow road which causes frustration of drivers And risks are taken. The number of fatalities on this stretch of road must surely make this a road a much higher priorities than 11 . Having moved here from Wellington in the last couple of years, where although roads are busy there are more lanes and safer roads. Driving this tauranga-omokoroa sh2 road regularly, and seeing the population growth here it is insane that this road isn't placed at number 11 on the priority list - it is not of State highway standard . It is now a major route from Auckland to tauranga. This needs urgently attention now! Before more lives are lost.

Other comments:

Do something NOW !	
Document submission	
Document submission name	

Submission ID	TPOL1481
First name	Desmond
Last name	Hobbs
Individual or organisation	Individual
Organisation name	
Address 1	242 Lindemann Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Thank you for the chance to submit to the Draft RLTP 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% SH2 I believe there has been a strategic lack of investment in SH2 Mangatarata to Tauranga, in the last 10 years with funds being diverted to the Waikato Expressway project. During that time 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 with no other alternative route. I strongly recommend that the Top 5 Priorities for the Region include the upgrading of SH2 W2T; including Safety Improvements from Waihi to Tauranga with a centre barrier on as much of the road as possible, the Katikati Bypass and Omokoroa intersection including 4-lanes from Omokoroa to Te Puna to link into the Tauranga Northern Link. Upgrading this strategically important road is of the utmost importance, to drastically reduce the DSI's particularly, and properly service the rapidly growing populations in Katikati, Omokoroa and Te Puna. Katikati Bypass On the particular issue of the Katikati Bypass, I strongly support this because the current Katikati community and past Katikati community's dating back to 1949 have been patient, they have been consulted by and have waited for NZTA to prioritise action towards the recognised danger of the heavy traffic flow through the town. Many community members have dedicated years of their life to try to persuade the 'powers that be' to build a road around the town so the community can have their town back, for them to enjoy. Construction was almost approved in the 1990's, only to have the opportunity ripped away. Many long-time residents now have a sense of hopelessness that amounts to Bypass fatigue, having completely lost any faith in Regional Council or NZTA to ever act in the best interests of Katikati. I cannot imagine the devastating effect of the road on the town in 10 years time with another 200 homes being built in the town in the next 2-3 years with a probable 2 cars per home, the often used phrase 'I'm a prisoner in my own town' will indeed be a constant reality. Businesses that should have thrived have failed repeatedly over the years and quality retail and hospitality is not an option with a town Centre that feels like a heavy industrial environment. The increasing pollution of the town Centre is a public health issue with particulates and noxious gases having a harmful effect on people who work in there, along with the noise from the trucks in particular (at least 2 every minute of every day) and with stormwater from the Main Street flowing directly into the Uretara River there is constant pollutants entering the

waterway. Building the Katikati Bypass is a matter of social justice and shouldn't be delayed any further. Please prioritise the Katikati Bypass in the Top 5 projects for the region.

Other comments:

Please support Katikati community's right to a vibrant and quality town Centre for the wellbeing of all. Please prioritise the katikati Bypass in the Top 5 Projects.

Document submission

Document submission name

Submission ID	TPOL1482
First name	isabel
Last name	ford
Individual or organisation	Individual
Organisation name	
Address 1	45 tuapiro rd
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

While a new transport plan is to be welcomed there are a number of points that need to be taken further into consideration: 1. When undertaking development the road and other strategic and local infrastructure needs to be put in place BEFORE building takes place, as is the case in other developed countries, not as an after thought. it is really important that a strategic approach is taken to this or it just creates additional transport problems. Fix the existing problems then put the infrastructure in place for development. 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. Local people and visitors from countries like Denmark, where they are used to cycling everyday do not cycle here because it is too dangerous - a damning indictment to the roads and volume of traffic. 3. In relation to my local area, i am full of fear every time i turn right into Tuapiro Road where there is no refuge. We were nearly hit recently by a large truck that did not slow down when we were waiting to turn and we had to turn before it was completely safe to do so to avoid being hit. this was at 9.30 at night. I am convinced i will be killed turning right here - and I am not prone to melodrama. 4. Katikati bypass seemed to have dropped significantly down the list and it is not clear why. Even since we have been here (3 years) the traffic volumes, congestion, bottleneck, pollution and general aggravation to the ability of Katikati to function as a small town has increased dramatically. Sometimes we cannot get out the end of our road because the traffic has backed up. Really not good enough.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1484
First name	Lorraine
Last name	McCabe
Individual or organisation	Individual
Organisation name	
Address 1	71 Waterford Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Bypass elevated from priority 15 to a priority in the Top 5 for Katikati Bypass.

Other comments:

More Police/ Traffic cars patrolling not ticketing innocent passing on the only double lanes in hundreds of kilometers. Get the bad drivers, inconsiderate and impatient idiots, not the innocent who waited for the passing lane.

Document submission

Document submission name

Submission ID	TPOL1485
First name	Erica
Last name	Eddowes
Individual or organisation	Individual
Organisation name	
Address 1	64 lochhead road
Address 2	Te puna
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the omokoroa highway project - state highway 2 priority to be moved up from no.11 to the top 5 where it needs to be. I travel this road at least a couple of times regularly picking my children from omokoroa No.1 school and traveling into tauranga almostly daily. The number of fatalities on this stretch of road, and all the near misses must surely make this a road a much higher priority this number 11. Having moved here from the UK in the few years I can not believe that this road is considered a major highway supporting NZ's largest city with NZ's fastest growing one. Driving this tauranga-omokoroa sh2 road regularly, and seeing the population growth in the area, this road needs to be seen to, the bypass needs to go in urgently. There are too many side roads and bad intersections now used by too many people. It is not coping with the population growth now, let alone In a few years time when population is even bigger. Move it up the priorities list Before more lives are lost. It is dangerous and getting scarier to drive on just to get my children to school. We need to invest in the safety of our children and this road needs to be dealt too immediately not in 10 years time .

Other comments:

Action is required on the omokoroa highway project - now .

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1489"/>
First name	<input type="text" value="Patricia"/>
Last name	<input type="text" value="Price"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Riverlea Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I'd like to see the Bypass a reality during my lifetime. Making a right hand turn into the Main Street is tantamount to taking ones life in ones hands. The town gets less and less people friendly as traffic demands increase. I believe there is an apparent lack of cooperation between the Regional Council and the NZTA, which is reflected in the state of our roads and the lack of meeting community needs. I am concerned about the standard of maintenance of out roads - Gravel left on roadsides, being sprayed over footpaths. Many roads need patching up soon after they are 'finished' indicating that there is either something wrong with the initial construction or the traffic volume has been miscalculated. I feel there has not been enough attention paid to the gentrification of the Katikati township. Mobility scooter access is still a problem.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1490
First name	Clive
Last name	Stone
Individual or organisation	Individual
Organisation name	
Address 1	26 Tui Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The enormous growth in large nine axle trucks passing on SHW 2 and through Katikati with loadings that must surely impair stopping make driving on SHW2 increasingly hazardous. The noise and smell from these trucks together with the large number of caravans and motor homes as part of the increase in tourism have destroyed the tranquility of Katikati and placed its elderly population at risk. The priority of the bypass needs to be in the top 5 at least 4 and major increase in the number of passing zone in SHW2 between Wahi and Tauranga especially between Wahi and Katikati where there is NONE THANKS

Other comments:

A four lane highway is not needed just enlarging bridges creating better side road entries with roundabouts where possible and consider realignment where there are major gullies

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1491"/>
First name	<input type="text" value="Morag"/>
Last name	<input type="text" value="Jackson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="108 falcon drive"/>
Address 2	<input type="text" value="Welcome bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1493"/>
First name	<input type="text" value="Sara"/>
Last name	<input type="text" value="Elliott-Warren"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="263 Lockington Road,"/>
Address 2	<input type="text" value="Aongatete"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a bypass as soon as possible. The town centre is not safe with the number of trucks and volume of traffic through constantly. I want to see the Katikati bypass in the top 5 priority projects for the Bay of Plenty.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1494
First name	Glenda
Last name	Clapperton
Individual or organisation	Individual
Organisation name	
Address 1	7 Katterns Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Katikati bypass elevated from priority 15 to within the top 5 priority roading list as was promised prior to the Labour Party assuming government. The traffic, including large and smelly trucks, through the main street of Katikati is horrendous and unsafe.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1497
First name	Taya
Last name	Campbell
Individual or organisation	Individual
Organisation name	
Address 1	59 Kahuparere Crescent
Address 2	Pyes Pa
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Northern Link including Katikati bypass needs to start now. Plus something needs to be done on the other side of town - to get home to the Lakes from the hospital where I work I only have one option and that's Cameron Road - Barkes Corner - and then all the traffic coming off the kaimais and the toll road it's just crazy! Lights or a flyover needs to happen and more exits off Cameron Road - like one on to the toll road to be done now - not when the Northern Link is finished. Some nights it can take an hour instead of a 10 minute drive home. With all the Aucklanders and overseas people moving to Tauranga they are helping to clog up the roads. There use to be hardly anyone on the road at 7am in the morning and now it's a busy time of the morning.

Other comments:

Fix the roads NOW.	
Document submission	
Document submission name	

Submission ID	TPOL1498
First name	rolly
Last name	marshall
Individual or organisation	Individual
Organisation name	
Address 1	26 park road
Address 2	
City/Town	katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

For more than 30 years I have lived and worked in and out of Katikati. As long as I can remember the Bypass topic has been the major topic raised at all community discussions. Traffic problems in Katikati have impacted on businesses and residents by making shopping in Katikati a nightmare. Continued streams of traffic means that pulling in to shop becomes a real chore whilst locals have to queue on sidestreets just to get onto the main road before even getting into town. It is appalling that the major residential artery for Katikati i.e Beach Road which also includes a College, Primary School, Day Care, Medical Center and numerous retirement villages and care facilities.....should have to put up with this situation. Unbelievably, I have noted how a cycleway project has been elevated to a much higher priority than the dismal priority 15 Bypass. How can any committee think that a cycleway is far more important than the Bypass ??? Think again and elevate the Bypass to priority 5 or higher!!

Other comments:

	no
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1499"/>
First name	<input type="text" value="emma"/>
Last name	<input type="text" value="sandford"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="355 lindeman rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

After having nagged and fought for years to get the by-bass of katikati approved, it is very frustrating to see that we are number 15 on the list with potentially another decade delay. the Bay is booming so i dread to imaging what the high street of katikati will look and sound like in just a few short years. I think it would be remiss of you to wait for a child to be hit by a truck on the high street before putting your long awaited plan into action! The traffic load and gridlock are already unsafe. Please reconsider your prioritisation on this matter. Thanks

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1501
First name	Deborah
Last name	Southall
Individual or organisation	Individual
Organisation name	
Address 1	1 Long Acre Close
Address 2	Katikati
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to address the W2T Katikati Urban (previously Katikati Bypass) issue. Given these two issues : Traffic growth in parts of the region is increasing congestion, inhibiting the efficient movement of people and goods (40%), and Poor user behaviour in an unforgiving transport environment is resulting in unacceptable avoidable death and serious injury (30%) These are serious matters which need addressing urgently by the RTC. I personally no longer feel safe travelling between Katikati and Tauranga, and as I am looking for work in Tauranga, having failed to locate a suitable job locally in Katikati, the need to travel that road both there and back daily fills me with dread. I moved here from Auckland, and one of the factors for that was the length of a commute due to the congestion of traffic there. Now, despite having fallen totally in love with this wonderful part of NZ, I am facing similar problems. In summer, the amount of trucks and commercial traffic sets up backlogs through our town, and the frequent accidents and loss of life on SH2, with its three only passing bays in each direction between Katikati and Tauranga, makes it a dangerous and lengthy journey. And now we find, the RTC has downgraded our Bypass to a priority #15 on their list of RT fixes? the bottom of the pile? Delaying the Bypass by another (realistically) 5 - 10 years (or longer)??? This is NOT GOOD ENOUGH! Please lift the Katikati Bypass issue to at least in the Top 5 priorities, and avoid all those extra deaths and accidents causing suffering to our communities. Please upgrade it NOW! Re : Section 7.4.1 , and others

Other comments:

We have such a wonderful country we live in. But don't delay having the vision and the courage to move forward with improvements, lest we all end up living in a ghastly (Auckland-style) urban tangle, please.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1503"/>
First name	<input type="text" value="Sue"/>
Last name	<input type="text" value="Richardson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8B Atlanta Court"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Re: Katikati bypass and Waihi-Tauranga motorway Please elevate the Kati kati and Waihi-Tauranga bypass/motorway to the Top 5 in your planning priorities. Everyone is talking about the DEATHS on our roads, but remember, for each death, there are so many INJURED PERSONS, who have to live the rest of their lives suffering as a result of those injuries received in accidents on the SH2. We are looking at service to both the persons in the areas affected, and those companies who use these roads for business. Many have time restraints on delivery of service or products and so often are caught sitting and waiting for hours after these events. Have you ever sat for 3 hours in a car (with children on board) on a hot summer day waiting for the road to be cleared after an accident? Try it one day and you will realise the importance of alternative routes being required in this area. There is not always an alternate route that can be used in these situations as we have experienced many times in the past. How many persons are killed on cycleways? Very few. A cycle way may be a beautiful thought, but is it essential to the continuing economic development of this region? I don't think so. Please start listening to those persons who use these roads and think about the requirements of the people and businesses you are supposed to be representing.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1505"/>
First name	<input type="text" value="Sarah"/>
Last name	<input type="text" value="Roe"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="41 te Hono Street"/>
Address 2	<input type="text" value="Maungatapu"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Turrett road bridge urgently needs to be upgraded. Traffic from welcome bay, Maungatapu etc going into town from these areas is a nightmare!! The population has exploded and infrastructure has not kept up. It's great that work has been done on the underpass for welcome bay but it's not much use because the bottleneck is actually the bridge / 15th ave. This needs to be an urgent priority to keep the traffic moving.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1506
First name	Allan Clapperton
Last name	Clapperton
Individual or organisation	Individual
Organisation name	
Address 1	7 Katterns St
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Kati Kati bypass elevated from 15 to the top 5 for the Health and Safety of all Kati Kati residents and all that travel through Kati Kati. The sheer volumes of vehicles that travel through our little town are so high that some times you could be waiting for 10 mins just to get into the flow of traffic on your side of the road, as for crossing the street to get into the flow it's even worse. On many occasions I have witnessed people putting their lives and others in danger from the sheer frustration of trying to go up town to call into the local shops. It's very obvious the people who are making the bypass low priority have no idea just how hard it is to cross the street, even in a car. it's even more dangerous on foot. If these people actually had to go through this hell every day like hundreds of locals do they would be changing their views. If they do go through this and are happy to do so then they are probably some of the drivers who pull out in front of on coming traffic and don't care about putting lives at risk. Making matters worse is the lack of passing lanes leading into the town from north and south. Traffic that is held up behind slower vehicles get so banked up that when they go through the town there is no way you can pull out into the flow safely. It must also add a tremendous cost to a lot of local businesses in the time that is added onto travel. In the mean time could the speed limit be lowered from 50 kms to 30 or 20 kms. it might take a we bit longer to travel through town but at least in event of accident the harm would be less! Trucks passing through should be made to travel slower as they pose an even bigger risk, especially to pedestrians.

Other comments:

To the people who make the decisions, If you value other human beings and have a conscience! Please for all concerned put the bypass back up in the top 5 where it belongs.

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL1508"/>
First name	<input type="text" value="Nigel"/>
Last name	<input type="text" value="King"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Waikato Regional Council"/>
Address 1	<input type="text" value="401 Grey Street"/>
Address 2	<input type="text" value="Hamilton East"/>
City/Town	<input type="text" value="Hamilton"/>
ZIP/Postal Code	<input type="text" value="3216"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The Waikato Regional Transport Committee commends the Bay of Plenty Regional Transport Committee for producing a high quality Draft 2018 Regional Land Transport Plan. The Waikato Regional Transport Committee makes the following submission in support of our shared inter-regional priorities for our strategic corridors and to ensure our two regional land transport plans are aligned with consistent policy messages. Please refer to the uploaded supporting document for the full Waikato Regional Transport Committee submission to the Draft Bay of Plenty 2018 Regional Land Transport Plan.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1509"/>
First name	<input type="text" value="Drugh"/>
Last name	<input type="text" value="Gilmer"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="18 main rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The town of Katikati needs a Bypass today and we need the regional project list to reflect this. I want to see the Katikati Bypass in the top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three more years of traffic congestion, noise and pollution and traffic danger on our street for the community of our Town. I am also concerned about the health risks that the fine particulate diesel emissions from large trucks pose to the pedestrians on our main street and the noise level must be above health department safety guide lines. This is experienced day in day out by the Katikati community.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1510"/>
First name	<input type="text" value="Glenis"/>
Last name	<input type="text" value="Jensen"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="1132C Ohauti Rd,"/>
Address 2	<input type="text" value="RD 3"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3173"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It is all very well making an underpass for the welcome bay residents and it will free up the roundabouts but the main problem as I see it is Turret Road. We need more access to town and there is only one way in. Something needs to be done.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1512
First name	Elizabeth
Last name	van der Westhuizen
Individual or organisation	Individual
Organisation name	
Address 1	48 Ballintoy Park Drive
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3175

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

According to Stats NZ (Jan 2017), Tauranga is now the 5th fastest growing city in New Zealand. * Make public transport efficient and affordable. * Why is the Turret Road/15th Avenue upgrade not in the top 8 of the wider Tauranga urban network as considered in the scope of the Tauranga Strategic Case (2016)? * Why is 'Public Transport – National Ticketing Programme' a priority when a better bus service (on time, more timeous etc) is more important? Having one ticketing system is irrelevant in this scheme of things. * 15th Avenue and Turret Road Upgrade needs a higher priority or by the time it is implemented, it will already be redundant. * New Tauranga bus services - should have been improved BEFORE the final termination of the school bus services. Too many people have now reverted to their cars mainly because of over capacity buses and drastically increased travel times when using the bus (vicious cycle of congestion). * How could 'W2T Katikati Urban (previously Katikati Bypass)' possibly take priority over '15th Avenue and Turret Road Upgrade'? * National Ticketing Programme' should be at the BOTTOM of the list. People are not going to be any better off once its in place if NOBODY is using the buses.

Other comments:

We (Tauranga) have major traffic issues NOW. Do not leave it to become the second Auckland. BOPRC and TCC need to take action NOW.

Document submission

Document submisison name

Submission ID	TPOL1514
First name	Simon
Last name	Rose
Individual or organisation	Individual
Organisation name	
Address 1	Rose
Address 2	21 Mcdonnell st
City/Town	omokoroa
ZIP/Postal Code	3113

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Put simply any plan needs to prioritize roadwork improvement projects on the basis of road safety and risk of fatal injury over freight movement and traffic flow to improve our countries GDP and efficiency. In omokoroa the high mix of elderly people and rising population and development has made several intersections deadly as road users make poor judgement decisions due to congestion. The number near misses, minor collisions and the risk of fatality has risen very quickly in recent times and the speed limits should have been proactively reduced from 100 to 80kmphr 12 months ago as a prompt measure to save lives. Consents for property development have gone ahead so quickly that our area has an unusually high number of trucks commuting to the area regularly increasing the likely hood for when accidents do occur for them to be fatal. the probability of a fatal accident should be the key deterring factor relating to what road work project is prioritised over another in any region inc the bop. How many people need to die before this is realised!?!?. Wake up people and take action now before your own loved ones, friends and family are directly involved and killed due to red tape, a lack of common sense prevailing and politics. Yes we will always have road projects of varying sizes and budgets but surely the deterring factor for who gets funding and prioritiy is simply based on keeping kiwis safe and alive and our of harms way. we are all happy to commute for longer if our kids and families stay safe.

Other comments:

reduce the speed limit from tauranga to waihi to 80km. then make omokoroa your number one priority for work to commence to simplify and make safe all intersections joining the state highway.

Document submission	
Document submisison name	

Submission ID	TPOL1515
First name	Chris
Last name	Edginton
Individual or organisation	Individual
Organisation name	
Address 1	4 A Ludlow Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati By-Pass number 15 on the Draft Plan - are you kidding? Our lovely town won't thrive or maybe even survive without some urgent action to take the heavy traffic out of the main street. Please seriously consider elevating the status of this By-Pass. Getting out on to SH2 from the side roads in Katikati is a very risky business and many elderly folk have given up driving into town because they can't cope with the risk of trying to get out into the traffic which seems to be constant. My husband and I actually decided to move to a safer side of town as where we lived a subdivision of 61 more houses was approved and it was already difficult enough getting on to SH2 from our subdivision - Highfields. If the By-Pass is not elevated then the very least to rate-payers of Katikati can expect is a round-about so they can get out on to SH2 more safely. Chris Edginton

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1518
First name	Arthur
Last name	Flintoff
Individual or organisation	Organisation
Organisation name	Nga Potiki Resource Management Unit
Address 1	Unit 6 / 34 Gravatt Road
Address 2	Fashion Island, Papamoa
City/Town	Tauranga
ZIP/Postal Code	3151

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The following submissions are to be read in whole and not reduced down to summary comments. They have been drafted align with the draft Nga Potiki Resource Management Plan and must be circulated in full. We support the objectives outlined in chapter 3 of the draft Regional Transport Plan. 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. We support the proposal for a new Tauranga bus service that is environmental sustainable and will transport people from Papamoa and Kairua areas to key destinations in a timely manner. Those key destinations include education facilities, shopping centres, health centres and workplaces such as Port of Mount Maunganui and Bay Park. The routes should include connectivity to other urban routes. We recommend utilising Shared Autonomous Vehicles (SAV's) which have the potential to remove 12 motor vehicles from urban streets and free public parking. We support the construction of a cycle infrastructure that safely allows cyclist to transit through the Papamoa and Kairua areas and connect to key destinations. Those key destinations include schools, tertiary education facilities, shopping centres, health centres and workplaces such as Port of Mount Maunganui and Bay Park. The routes should include connectivity to wider Tauranga cycle network. We would like to see a passenger rail transport system running between Bay Park and Whakatane with a feasibility plan to look at a Bay Park to Rotorua and a Bay Park to Opotiki passenger line being opened up. This will take the pressure off the residential spread along the Papamoa/Maketu coastline and the opportunity to open more land for residential development with green belts to ensure a rich and healthy regional environment. To achieve these Regional Priorities 2, 4, 7, 9, 20 and 32 are important to us. Finally, we wish to access \$455,000 of funding for the upgrade and improvement of roads to our marae, urupa and wahi tapu places under section 22 of the LTMA. Many of our access roads have become dangerous and difficult for elderly and children to access some of these important sites. These roads often were not built with consideration for the soil they are built on or the use they would endure. It is import that access to these sites are stable and endure well into the future.

Other comments:

We wish for our submission to be read in full to decision makers and not reduced to summary points. We would also like to submit updates to our submission before deliberations are conducted.

Document submission	
Document submisison name	

Submission ID	TPOL1519
First name	Anne
Last name	Tempero
Individual or organisation	Individual
Organisation name	
Address 1	32B Killen Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Bypass elevated to a top 5 priority Roading Project. At the present time the road between Katikati and Tauranga is dangerous with huge number of heavy vehicles and logging trucks passing through our town. To pull out from parking or to cross the road during summer or long weekends is to take your life in your hands and hope some body will stop and let you in. There have been many near misses of accidents of drivers trying to pullout into the s stream of traffic because there is no break in traffic movement. Section7.4 (Chapter 7)

Other comments:

I used to live at Huntly and when the bypass went through there the traffic was now where near that of Katikati now

Document submission

Document submisison name

Submission ID	TPOL1521
First name	Michael
Last name	Fisher
Individual or organisation	Individual
Organisation name	
Address 1	27 Owen Place
Address 2	Omokoroa Beach
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

“Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years:
http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, (Michael Fisher)" PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1523"/>
First name	<input type="text" value="Sue"/>
Last name	<input type="text" value="Lachenicht"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="38 Fairview Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass has demoted to priority level 15 by the Land and Transport Plan. Katikati main street now belongs to truckies, tourists and people travelling from and to Auckland. The waiting period to cross from one side of the main street to the other is unacceptable...for pedestrians as well as vehicles. Frustration and impatience impact on people and can cause careless behaviour of crossing against traffic...this can cause accidents and fatalities and has in the past! Katikati main street should belong to the community, we pay taxes which are to be spend on the improvement of our town. Please, if you lived here, you would not have put the bypass on priority level 15. Please, it is with urgency that I beg you to elevate the priority level to the TOP 5.

Other comments:

I would like to thank you for the amazing job you completed at the Te Puna circle, it's safe and a pleasure to travel to Tauranga.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1524
First name	Milton
Last name	Clare
Individual or organisation	Organisation
Organisation name	Harbour Ridge Developments
Address 1	14 Sterling Gate Drive
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Our concern relates to the Prioritization Tauranga - Waihi corridor and in particular Tauranga to Omokoroa in 7.4 of the plan (Figure 25) There are many residential developments proceeding in Omokoroa area including a special housing area project. We at Harbour Ridge are developing 300 Residential sections along with 25 sold and a further 42 on the market at present The traffic on this section of road is brought to a crawl by the slightest interruption due to the lack of capacity . This situation is going to snowball as the population of the area grows. This population increase is in accordance with the council's smart growth plan which has Omokoroa growing to 12000 We note that the plan is developed in accordance with your Policies in section 5 5.1 Access and Resilience Access - is difficult due to congestion and resilience is not there in particular tepuna stream bridge having no redundancy. 5.4 Energy efficiency - there enormous waste due to congestion 5.5 Public Health - Congestion is causing untold stress not to mention injury of crashes 5.6 Safety - in business a owner must take all practical steps to make the work place safe this road is the work place for many drivers how does that work? 5.7 Economic Efficiency Transport and general trade is severely affected by the congestion added unnecessary costs and time delays 5.8 Affordability - Can we continue to afford the real cost of Congestion and carnage

Other comments:

Please just get the road done the cost of delaying is too great , who is going to face up to the loved ones if there are any more deaths ,who is going to visit those that suffer for life from injury's

Document submission	
Document submission name	

Submission ID	TPOL1528
First name	Yvonne
Last name	Rooney
Individual or organisation	Organisation
Organisation name	Yvonne Rooney Photography and Chalice Consulting
Address 1	79 Jess Road
Address 2	RD 2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Emailed as an attachment.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1529
First name	fred
Last name	Watts
Individual or organisation	Individual
Organisation name	
Address 1	380C Matahui Rd
Address 2	
City/Town	Aongatete
ZIP/Postal Code	3174

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I cannot understand the NZTA/WBOPC as to where their brains are? The proposed road is following the original track that was established by the original british surveyors back in the 1800's. Any new road should be taking the majority of the traffic to Auckland, if you drive through Piaroa you are heading south west and not north where the majority of traffic is going. I know as I travel this route regularly. Why are we NOT building roads with concrete bases and tarmac surfaces??? If we did this method it would save the country hundreds of millions of dollars in ongoing repairs, the new (improved!!) road between katikati and te puna lasted about a week before it had to be resealed, does this not say something to you?? We should be building substantial roads that will last more than a couple of years before more money needs to be thrown at them, or has there been a deal done between the roading companies to insure they continue to make millions of dollars per year? As the bay of plenty is the fastest growing area iun NZ, WHY are we not getting on with building a minimum of 4 lanes and stop building 2 lanes that merge into 1????? and you wonder why we have bottlenecks. Bypass katikati and other such towns that cause nothing but bottlenecks, I am sure if an air quality test were undertaken in these towns you would find out that you may have many court cases on your hands as you are people (shop keepers etc) to be poisoned with fumes 24/7. We should build roads that do the job now and for the future PLEASE see what you are NOTdoing, Straighten and level the roads now so when the future generation who will have no fossil fuels and only batteries in their cars can go the shortest and easiest route between A to B. So if you have any brain cells between your ears listen to the people who actually are paying your wages. Last but not least, how many people have to die on our rubbish roads, I hope you can sleep at night.

Other comments:

get your heads out of the sand, get some balls and do something positive. be brave and do the job right first time

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL1530"/>
First name	<input type="text" value="jim"/>
Last name	<input type="text" value="robinson"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Motu Trails Charitable trust"/>
Address 1	<input type="text" value="151 reeves rd"/>
Address 2	<input type="text" value="ohiwa"/>
City/Town	<input type="text" value="RD2 Opotiki"/>
ZIP/Postal Code	<input type="text" value="3198"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Both as an individual and on as part of Motu Trails Charitable Trust: p79 Very happy to see the Opotiki-Ohiwa cycle trail marked and noted, thank you. This proposed extension to the Motu Trails cycleway will be a major tourism asset. It also has significant potential to enhance cycle safety, by encouraging cyclists off the road for the 15km from the Ruatuna road intersection into Opotiki. For the Wainui road improvements, please ensure cycle safety is considered at all times, including things like placement of crash barriers, road verge width, and intersection design. It is critical the road verge is widened at key places, such as on the steep uphill, and on the places where cars overtake (often head-on towards a cyclist). The SH2 bridge over the Waiotaha river is diabolical on a bike: a cycle/pedestrian bridge at this point would be valid investment as part of the cycle trail. Thank you.

Other comments:

Please always support cycle and pedestrian use in any infrastructural decisions. Developments like the roadside Mokoroa gorge cycle/pedestrian way into Whakatane prove that when it's done really well, the usage is massive.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1532"/>
First name	<input type="text" value="Erin"/>
Last name	<input type="text" value="Robson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="349 Waitaha Road South"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We need to see State High 2 from Tauranga to Katikati ranked at the top of the list for our region. This road carries a large number of vehicles each day and has one of the highest accident rates in the country, that in itself should make it number one for New Zealand not just the Western Bay. Another road that needs to move up the list is the Turret Road bridge. When there is no traffic I can travel from my home to the city in 15 minutes, but come rush hour it can take anything up to 40 minutes. Why can we not fixed this, three lane the Turret Road bridge and all through to 15th Avenue controlled by overhead lights. This system has worked for years on the Panmure bridge in Auckland and it would work here. Again this should be in the top three.

Other comments:

The Regional Council need to look after the average Joe and look to see what is best for our community.

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1534"/>
First name	<input type="text" value="Raewyn"/>
Last name	<input type="text" value="Ensor"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="320 Waitaha Road, RD5"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret road and 15th Ave urgently needs widening to four lanes because even though the new tunnel is going in, the bottleneck remains and traffic trying to get to town in the mornings and out in the afternoons is atrocious. More and more housing is being built in Welcome Bay and the traffic problems need attending to urgently.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1535"/>
First name	<input type="text" value="Kate"/>
Last name	<input type="text" value="Longman"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="127 Welcome Bay Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1536"/>
First name	<input type="text" value="Martin"/>
Last name	<input type="text" value="Cox"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="125 Haukore street"/>
Address 2	<input type="text" value="Hairini"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret Road/Hairini bridge....action needed now! Don't let the public think the welcome bay tunnel was a waste of time!

Other comments:

Document submission

Document submission name

Submission ID	TPOL1538
First name	Chris
Last name	Stainton
Individual or organisation	Individual
Organisation name	
Address 1	130 Wills Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Bypass elevated from priority 15 to a priority in the Top 5 and we really need to remove the sound and environmental pollution from the town center. Also, it would remove the danger of crossing the main road for pedestrians and motorists.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1539
First name	Agnes
Last name	Stainton
Individual or organisation	Individual
Organisation name	
Address 1	130 Wills Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the bypass elevated from priority 15 to a priority in the Top 5. Please make the Katikati main road safe for pedestrians and motorists. It's becoming an absolute nightmare to get across the road whether I'm walking or driving a car.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1540
First name	Sarah
Last name	Carr
Individual or organisation	Individual
Organisation name	
Address 1	Carr
Address 2	17 Taylor road
City/Town	Papamoa
ZIP/Postal Code	3118

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

State highway 2 is substandard for the volume of traffic that is now travelling on this road. The level of priority needs to be uplifted to number one. The number of deaths in this road is unacceptable and the council/NZTA is not putting the appropriate urgency on fixing this road. Elevate this to number one!

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1542
First name	Mike
Last name	Williams
Individual or organisation	Individual
Organisation name	
Address 1	182 Work Road
Address 2	RD4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

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. 2) The Port of Tauranga is vital to NZ Inc and transport routes must be protected for trucks, rail and shipping. Already this net work is being taxed and we need to give priority to freight movements along SH2 North, South and SH29 over the Kaimais. 3) Good reliable and efficient public transport is imperative to getting cars off the road, this needs to be coupled with park and ride facilities to encourage bus use and car pooling. Along with policies to discourage private motor vehicle use, particularly during peak hours need to be implemented once better bus services are up and running. 4) The Katikati bypass is a must to enable this town become a place that people want to shop in, visit and generally enjoy. With 13000 vehicles per day and 10% heavys the town is becoming dangerous, filled with vehicle fumes and so noisy you cannot be heard on the Main Street. Main Street is become a major health and safety hazard. 5) Route security does not exist North of the Te Puna bridge, if that bridge went out it means a trip through the Waikato to get to Tauranga. This is not the only issue, accidents frequently delay traffic on this route. 6) The priority list put out fails to address the issues of where the problems actually lie, where safety is a major issue, where efficiency is a huge problem and resilience is non existent. All this evidence, including traffic numbers is available but seems to wide of the mark when it comes to priorities.

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1543"/>
First name	<input type="text" value="Sarah"/>
Last name	<input type="text" value="Speight"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="48 Briarley St"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="TaurNga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There are two roads that need urgent attention in our region; SH 2 from Bethlehem to Katikati and 15th Ave to Welcome Bay. In a city that has experienced huge growth this infrastructure is critical to our local economy. Better roading is safer for our communities and allows better access to services and workplaces. Please move these up the priority list.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1545"/>
First name	<input type="text" value="debbie"/>
Last name	<input type="text" value="elliott"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="97 Oteki Park Drive"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The issue with the Turret Road Bridge and over to 15th Avenue. To have this as 18th on your priority is appalling. My journey to work from Welcome Bay to Greerton has increased from 12 to 15 minutes to 40 to 45 minutes the tail back into Welcome Bay is so long. This needs to be given much greater priority.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1546"/>
First name	<input type="text" value="Matthew"/>
Last name	<input type="text" value="Washer"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="49 Ririnui Place"/>
Address 2	<input type="text" value="Maungatapu"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I think the Turret Road Bridge and 15th Avenue project needs to be in the top 3 priorities. It is great the work going into the new Maungatapu underpass however at peak traffic times in the mornings it is the bridge where a number of lanes merge into one which causes the delays. In the afternoon at peak times it is the 15th Ave lights and where two lanes merge into one which causes huge delays due to the volume of cars going down to one lane. To ease the pressure around peak times the Turret Road bridge and 15th Ave needs to be two lanes. This should be completed at the same time or soon after the Maungatapu underpass is complete to help ease the issue. The congestion on this road will only get worse as Tauranga grows with more people living in Maungatapu, Welcome Bay and Ohauti.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1547"/>
First name	<input type="text" value="Jonathan"/>
Last name	<input type="text" value="Hopper"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="35 Bryan Gallagher Place"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

15th Ave and Turret Road Upgrade needs to be given higher priority ... there is more and more traffic in welcome bay with a single way out of the area. The recent changes made to SH29 with the underpass will have no impact on the local traffic flow from welcome bay and surrounding areas as the bottleneck is from the bridge to the traffic lights at 15th Ave. Priority 18 is too low as it now often takes up to an hour or more to travel 8km in peak traffic. The same journey takes about 10/15 mins when there is no traffic.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1550
First name	Kathy
Last name	Crowle
Individual or organisation	Individual
Organisation name	
Address 1	20 Margaret Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

“Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. Signed, Kathy Crowle” APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway “traffic volume data collection system” from 1975 to 2016. Traffic count at “Station 5, Te Puna” and traffic count at “Station 5B, N of City Boundary”. 1975: 3410 5470 1984: 6040 9850 Traffic count at “T65, West of Snodgrass” and traffic count at “East of Moffatt Road”. 1996: 10780 15100 Traffic count at “T65, West of Snodgrass” and traffic count at “North of Wairoa Road”. 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as “Station 5, Te Puna, 143km from Pōkeno” and “Station 5B, North of Tauranga City boundary, 148km from Pōkeno”. In 1996, the second location, 148km from Pōkeno, was described by Transit as “Tauranga; East of Moffatt Road”. The above figures quoted from 2005 onwards are from “T65; Telemetry site 65 West of Snodgrass” and “480 metres north of Wairoa Road” as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having “Heavy traffic 10.1% of the time over a 28-day monitoring period,” which is compelling evidence of consistently high peak-hour flows.

Other comments:

Stop dithering and actually do something before more people are killed and injured on SH2. The statistics do not lie!

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1551"/>
First name	<input type="text" value="Nitin"/>
Last name	<input type="text" value="Scaria"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="1/748 Cameron Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Make the turret bridge problem as priority one. It is currently wasting at least 60 mins of our valuable time plus affecting our country's valuable resources. Make it a priority please

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1552
First name	Mike
Last name	Powers
Individual or organisation	Individual
Organisation name	
Address 1	20 Margaret Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, (Your name here.)" PLEASE NOTE THE STATISTICS APPENDIX ON THE FOLLOWING PAGE. APPENDIX: Western Bay of Plenty traffic flow east from Katikati, Aongatete, Apata, Pahoia, Ōmokoroa, and Whakamārama passes through Te Puna and over the Wairoa River into Tauranga City at Bethlehem. The following information comes from the Transport Agency's state highway "traffic volume data collection system" from 1975 to 2016. Traffic count at "Station 5, Te Puna" and traffic count at "Station 5B, N of City Boundary". 1975: 3410 5470 1984: 6040 9850 Traffic count at "T65, West of Snodgrass" and traffic count at "East of Moffatt Road". 1996: 10780 15100 Traffic count at "T65, West of Snodgrass" and traffic count at "North of Wairoa Road". 2005: 15563 17761 2007: 16285 18918 2012: 16280 18309 2016: 20140 22731 Source: <https://nzta.govt.nz/resources/state-highway-traffic-volumes/> In a Transit report covering the period from 1975 to 1984, the two traffic monitoring sites were referred to as "Station 5, Te Puna, 143km from Pōkeno" and "Station 5B, North of Tauranga City boundary, 148km from Pōkeno". In 1996, the second location, 148km from Pōkeno, was described by Transit as "Tauranga; East of Moffatt Road". The above figures quoted from 2005 onwards are from "T65; Telemetry site 65 West of Snodgrass" and "480 metres north of Wairoa Road" as comparable matches to the earlier monitoring locations. Telemetry counts are of a greater accuracy because they are counted at a higher frequency, such as with site T65 which was counted continuously. The site North of Wairoa Road was noted in the 2012-2016 report as having "Heavy traffic 10.1% of the time over a 28-day monitoring period," which is compelling evidence of consistently high peak-hour flows.

Other comments:

Just do something to stop the carnage on SH2. One more death is too many - someone close to you could be next.

Document submission

Document submission name

Submission ID	TPOL1553
First name	Paul
Last name	Hoggard
Individual or organisation	Individual
Organisation name	
Address 1	156 Work Rd
Address 2	RD 4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

While it is wonderful that plans are being made for new roads, road improvements and a bypass, people are dying and being seriously injured day after day on what is a county road and not a state highway by any stretch of the imagination. The road has become so busy over the last 10 years that I fear for our lives and the lives of others as they traverse this country road while people roar along at 100 plus kph. I thought our own intersection with SH2 was the most dangerous because to go to Tauranga, we have to cross 2 lanes of traffic with the outside lane mostly looking like 120kph, until I have spoken with other people in the area and looked at their intersections. Wright road as one example. From Work road we have the option, if we want to go to Tauranga of turning left and then making a right hand turn into Morton road before returning back onto SH2. This is even more dangerous as you have to make your way to the right hand side of the road where the speedsters are going for one last pass. We are the laughing stock (if it wasn't so sad) of the international community over the 100kph speed limit on a heavily populated winding country road. We all know 70kph would be plenty and the choice in any civilised country I have visited. Where is the logic and who makes the decisions on speed. The irony and illogical choices of the likes of a 4 lane concrete buffeted highway in Tauranga having a speed limit of 80kph. Once again I feel so sad for all the extra people that are going to die or be maimed on this crazy road. A pathetic multi million dollar upgrade of road markings and outside barriers has of course made no difference. We need the lower speed limit now or face the consequences. Who will stand up and take responsibility for this mayhem? Your sincerely Paul Hoggard

Other comments:

Slow the traffic and get rid of the passing lanes. Nobody is in that big a hurry to die

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1554"/>
First name	<input type="text" value="David"/>
Last name	<input type="text" value="Jump"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="11 Lumsden Street"/>
Address 2	<input type="text" value="Greerton"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Turret Road/15th Ave corridor needs to be in the top 3 of roading priorities not number 18. This has been on the radar for the past 20 years if not longer and with the growing population of Tauranga, the roading network cannot cope without some much needed expansion. Come on Bay of Plenty Regional Council, you do a lot of talking when you want to be elected into council, but as soon as something needs to be done you reprioritise. Simply get this up to date ASAP

Other comments:

Get on with the job at hand. The more you put other projects ahead of this one, the more it will cost in the long run, not just to build it but also for us citizens that wait in the traffic etc

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1555
First name	Pauline
Last name	Relph
Individual or organisation	Individual
Organisation name	
Address 1	48 Hammond Street
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

NO COMMENT

Other comments:

Turret Rd/15th Ave is heavily congested at peak morning times with commuters driving into the city The yet to be opened Maungatapu underpass is NOT going to alleviate travel times at all as the hold up actually starts from 15th Ave/ Fraser St traffic lights and backs up in all directions. This needs to be addressed asap and not No18 on the roading list. It must be in the top 3. This stretch of road feeds all traffic from Welcome Bay, Ohauti, Maungatapu. Bayfair, Te Puke and the quickly developing Papamoa.

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1556"/>
First name	<input type="text" value="Shawn"/>
Last name	<input type="text" value="Ryan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 Achilles Crescent welcome bay"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3122"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL1557
First name	Lisa
Last name	Sellar
Individual or organisation	Individual
Organisation name	
Address 1	346 Lockington Road
Address 2	RD 4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The section of highway from Waihi to Bethlehem, Tauranga is predominantly one lane in each direction with numerous side roads connecting to it. There are many hazards along this stretch – intersections, blind corners, hill crests, deep ditches and narrow shoulders. This SH2 corridor is heavily used by local commuters, holiday makers and freight trucks. Due to continuing housing developments along this stretch, most significantly in Omokoroa, the flow of traffic, especially during peak hours, is becoming increasingly heavier. As a peak-hour commuter travelling between Katikati and Tauranga most days, I have had to become extra vigilant of traffic entering SH2 from side roads. There are often long queues formed as people wait for a break in traffic. Some days it is easy for me to slow down and flash people in but other times not. Some days people just take their chances and shoot out of side roads with the expectation that the oncoming driver will have enough reaction time. Having previously been the victim of someone coming out of a side road and T-boning me on SH1, I am well aware that many people's perceptions of speed and distance are badly flawed. My honest opinion is that this particular stretch of SH2 is not in itself a bad or unsafe road to drive. What makes it unsafe is the volume of traffic and the lack of opportunity to a) join the highway from side roads, b) the ability to pass slow traffic (e.g. orchard spraying vehicles, tractors and holiday vehicles), and the ability to safely take evasive action in an emergency (e.g. swerving out of the way to avoid a nose to tail or head on.) In the 2 1/2 years I have been commuting this highway I have had to take evasive action on a number of occasions, I have witnessed numerous near misses and both seen and heard the aftermath of a number of accidents. I also am genuinely shocked at how often I see the short section of median cable barriers along this stretch being broken. How many other head ons have these cables prevented? 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. It is blindingly obvious to anyone who uses SH2 that it is not safe in its current state and either we stop people travelling on it, or we upgrade it to handle the ever increasing volumes of vehicles it handles. I don't dispute that driver error or inattention would account for many of the accidents but it is going to be far easier to fix the highway than it is to re-educate the thousands of drivers who use this road. For every month we fail to take action on this more people will become statistics – whether they lose their lives, become injured or lose loved ones. We need more median barriers, we need better entry onto SH2 from side roads, we need an upgraded intersection for traffic entering and leaving Omokoroa, and we need the Katikati Bypass. In the interim could we install vehicle activated LED speed signs along this route? Overseas these speed signs have become more inter-active – showing not only a person's speed but a sad face if the person is speeding or a smiley face if the person is within the speed limit. And while this sounds silly, the sad/smiley faces have been shown to create a stronger psychological reaction in drivers than just the speed number alone. We need the Bay of Plenty Regional Council to represent the interests of those living here and those who have been directly affected by the many accidents on SH2. The top five positions in the Regional Land Transport Plan should include (listed in order of priority) - safety improvements for the most dangerous intersections between Bethlehem and Waihi, construction of the four-lane project through to Ōmokoroa to create an alternative route for local traffic, construction of the Katikati bypass for the same reasons of safety and capacity.

Other comments:

No

Document submission

Document submission name

Submission ID	TPOL1558
First name	Ronald
Last name	Boggiss
Individual or organisation	Individual
Organisation name	
Address 1	10 Belmont Rise
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

This is a submission to the Draft Regional Land Transport Plan. Katikati desperately needs the bypass. This appeal has historically wandered on year after year, with no progress. The present time is critical. Traffic volume starts before 7.00 am and continues throughout the day, seven days a week. Traffic pollution in our main street with exhaust fumes and noise, by the ever increased volume of traffic is impossible. Exit from Beach Rd, the Countdown Supermarket, Highfields, and other streets to the Main Rd is a constant frustrating time delay. Added pressure on our roading infrastructure during the harvest season only compounds problems. Logging trucks and Tauranga Port traffic demand a safe and efficient roading corridor. The increase of new residences within our town, seen as an area desirable for job opportunity and retirement, beacons an ever expanding population, increasing the rate-able value and economic value of our community. While improvement to Highway 2, Katikati to Bethlehem, is urgent to increase safety and efficiency for the volume of present and increasing traffic, the importance of the Katikati bypass is a crucial component of this present need. Both go 'hand in hand'. Action must happen now!!!!!!!!!!!!!! The Katikati Bypass demands to be in the Top 5 Priority Roding Projects.

Other comments:

Not at this moment.

Document submission

Document submision name

Submission ID	<input type="text" value="TPOL1559"/>
First name	<input type="text" value="Pauline"/>
Last name	<input type="text" value="Miller"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="24 Morton Road"/>
Address 2	<input type="text" value="Aongatete"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Having lived in Aongatete for 41 years, I have frequently and regularly travelled on State Highway Two between Katikati and Tauranga. I have travelled both as a commuter and with family, firstly with my own children, then teenagers and now young grandchildren whose safety I fear for on this dangerous, crowded road. The road continues to become more and more congested, with an increasing number of heavy trucks and cars. With few passing lanes and long queues on side roads waiting to merge, drivers become impatient and take risks on this dangerous, narrow, winding road. Add to this mix, busy kiwifruit and avocado seasonal traffic, tractors, sprayers and shelter trimmers travelling slowly, increasing numbers of cars from new subdivisions, sun strike at peak travelling times and you see the need for immediate action to be taken to save lives in tragic accidents. Making State Highway Two from Katikati to Tauranga a four lane highway must be top priority before more lives are lost or people injured. No discussion or arguments. It is irresponsible and negligent not to do this. In the meantime the speed limit needs to be lowered to 80 kph along this route, electronically controlled according to traffic density. A roundabout or traffic lights need to be installed at the Omokoroa/Main Road corner to make it safer for merging traffic. The current barriers are not working. Please take action now!

Other comments:

Make State Highway Two between Katikati and Tauranga safer now, by ensuring that it becomes top priority and work begins as soon as possible. It can be done!

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1562	Wish to speak Yes
First name	Corina	
Last name	Godkin	
Individual or organisation	Individual	
Organisation name		
Address 1	71 Harbour View Road	
Address 2	Omokoroa	
City/Town	Tauranga	
ZIP/Postal Code	3114	

Comments/feedback, particularly Ch 3 and Ch 7:

I drive to my work as a kindergarten teacher from my home in Omokoroa to Katikati on SH2, 4 days a week. I am very concerned about the road safety on SH2, particularly at the Omokoroa Road intersection as I have to make a right hand turn from Omokoroa Road onto SH2 in peak hour traffic. Each time I fear for my life with the difficulty in seeing clearly both ways, and the speed of traffic along with the huge increase in traffic going into Omokoroa with the new subdivisions being built. In just the last 2 months while driving home from work in Katikati I have been affected three times by major car crashes closing the SH2 and delaying traffic and creating potentially more problems with cars having to slow quickly. Each time I wonder if it is someone I know, or could it have been me in the crash if I had left a bit earlier. The 4 lane highway between Bethlehem and Katikati needs to be the highest priority on the Regional Land Transport Plan due to the current horrendous safety statistics and I am sure the future crashes we are sadly going to continue to get. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records

are appended to the end of this submission. 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 Waihī 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.

Other comments:

Change the priorities - safety first! How many more deaths or serious injuries and devastation to families do we have to have before change happens?

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1564"/>
First name	<input type="text" value="Nandi"/>
Last name	<input type="text" value="Freeman"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="50 Albero Drive"/>
Address 2	<input type="text" value="Ohauti"/>
City/Town	<input type="text" value="TAURANGA"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Yes we need to move from number 18 to the top three this is really a very urgent submission Turret Road needs to be made bigger

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1565
First name	Megan
Last name	Brebner
Individual or organisation	Individual
Organisation name	
Address 1	119 Victory St
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Yes please make the 15th Avenue and Turret Rd changes a priority and change it from 18th to 3rd place. Otherwise the traffic flow from Welcome Bay will continue to be a problem.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1567
First name	Ross
Last name	Godkin
Individual or organisation	Individual
Organisation name	
Address 1	71 Harbour View Road
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The so called Smart Growth for Omokoroa is flawed and will be responsible for more deaths on State Highway 2 between Katikati and Tauranga. The Western Bay and the Regional Council's and must be held accountable for this situation as they are failing in their duty of care for the communities they serve. This is by not managing growth safely and effectively. The road is already overloaded and by allowing more development before a safe "fit for purpose" roading network has been constructed could be seen a negligent behaviour as the increase in traffic volume by growth on an already dangerous roading network will result an elevated number of deaths. Smart Growth must be immediately addressed, building consents in the area must be restricted, growth must be only in conjunction with the construction of a safe fit for purpose roading network. I formally request to speak to my submission at the planned hearings.

Other comments:

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!

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1568"/>
First name	<input type="text" value="Colin"/>
Last name	<input type="text" value="Knox"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="3 Polley Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

want the Bypass elevated from priority 15 to a priority in the Top 5 because would be good for Katikati the traffic has increased a lot to present day.

Other comments:

The Bypass has been a throne in our sides for to long and is not getting a lot more expensive to do

Document submission

Document submisison name

Submission ID	TPOL1569
First name	Andrew
Last name	Karl
Individual or organisation	Individual
Organisation name	
Address 1	1023 Ohauti Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3173

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Tauranga traffic around Ohauti, Welcome Bay down 15th Avenue is a disgrace. Needs to be doubled Lane right though to where 15th ave meets Cameron road

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1570
First name	Sarah
Last name	Zimmerman
Individual or organisation	Individual
Organisation name	
Address 1	39 Estuary View Rd
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Sort out Turret Road!!!! My 8min drive to work is taking 25 minutes! Widen the bridge and make more lanes.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1571"/>
First name	<input type="text" value="Kanda"/>
Last name	<input type="text" value="Knox"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="3 Polley Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the Bypass elevated from priority 15 to a priority in the Top 5 because to speed up and that will help traffic in Katikati town

Other comments:

NO COMMENT

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1572
First name	Roy
Last name	Lewis
Individual or organisation	Individual
Organisation name	
Address 1	20 Maniaroa Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Regarding the Katikati Bypass being at number 15 in the priority list I feel strongly that this urgent project be elevated to a position in the top 5. The traffic in Katikati is just awful with large trucks thundering through the main street polluting the life out of our town. Also the amount of cars travelling through the centre our town on the SH2 and the resulting tailbacks are horrendous. Trying to turn right out of any side road is very difficult at any time of day and also at weekends. Katikati will become a lovely boutique town and a nice place to live and visit once the bypass is built and I for one cannot wait for this to happen. Roy Lewis.

Other comments:

No	
Document submission	
Document submission name	

Submission ID	TPOL1573
First name	Michael
Last name	Knowles
Individual or organisation	Organisation
Organisation name	ZESPRI International Ltd
Address 1	400 Maunganui Road
Address 2	Mt Maaunganui
City/Town	Tauranga
ZIP/Postal Code	3149

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

ZESPRI acknowledge that the Draft Regional Land Transport Plan 2018 identifies the importance of transport to the region and beyond and sets out the objectives and strategic priorities for the region. The following comments to the Bay of Plenty Regional Council reflect the importance of good transport connectivity to and from the Port of Tauranga and reflect the importance and role of the kiwifruit industry in the region. Protection and enhancement of the corridors to and from the Port are vital for both ZESPRI and BOP/NZ exporters and importers and the greater BOP economy to maintain productivity and competitive edge. The kiwifruit industry is reliant on large freight trucks to transport kiwifruit from orchards to post-harvest facilities where the fruit is packed and stored. It is then transported to the Port of Tauranga in either trucks carrying 40 foot reefer containers or curtain side trucks for loading onto refrigerated cargo ships. In 2016 about 431k tonnes of kiwifruit were exported from the Port of Tauranga in 11,117 40 foot reefer containers and 67 reefer ships. This volume is expected to grow to over 600k tonnes by 2023. The Kiwifruit harvest begins in mid-March until June with the peak export period being from mid April to the end of August, but this will extend as the total crop volume increases in the BOP. In 2018 in this peak period Zespri will be adding daily over 400 container and curtain sider truck movements to and from the Port. ZESPRI also strongly supports improvement in road safety for W2T. Any improvements here will also result in improved productivity for this area which has about 750 kiwifruit orchards on it .. ZESPRI strongly supports the Bay of Plenty Regional Council and New Zealand Transport Agency in continuing to maintain and improve the transport network, especially the corridors to and from the Port of Tauranga.. NZTA must continue to fund transport projects in the region, as a reliable and efficient transport network is vital to not just the regional economy but also the New Zealand economy as a whole.

Other comments:

NO COMMENT

Document submission

Document submision name

Submission ID	<input type="text" value="TPOL1574"/>
First name	<input type="text" value="David"/>
Last name	<input type="text" value="McConnochie"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="60 Wallace Road"/>
Address 2	<input type="text" value="Te Puna"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3174"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The order for roadsroads like SHW 2 & Turret road need to be prioritized much further up the list. The road North to Omokora is incredibly dangerous, and has far to many accidents. Work needs to be continued Asap. Would you drive your kids on it ever day? I think not if you could avoid it. Sort it out!

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1575"/>
First name	<input type="text" value="Lee-Ann"/>
Last name	<input type="text" value="Taylor"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="20 Grace Rd"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Turrett Rd 4 lane upgrade is of critical importance & needs to be moved from 18 to the top 3 priorities. The traffic congestion & lack of infrastructure planning is crippling the city & costing business owners a fortune in productive working hours & costs incurred in goods taking much longer to be delivered due to traffic jams

Other comments:

The traffic problems in Tauranga is causing frustration & genuinely impacting on the quality of life of the ratepayers. A free school bus service would lighten up the traffic. It is proven every school holidays how the traffic flows more freely & is noticeably lighter. Free school buses would educate the youth of Tauranga to use public transport networks in the future as a natural progression.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1576
First name	Raewyn
Last name	Adams
Individual or organisation	Individual
Organisation name	
Address 1	154 Boucher Ave
Address 2	
City/Town	Te Puke
ZIP/Postal Code	3119

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

2.3.5 public transport. There is talk of free buses for schools which is a MUST. The most significant part of the traffic problem is parents taking kids to school. That simply HAS to stop. But take it one step further - have a one year trial of totally free buses and see how many cars can be taken off the road that way. Also have sensible timetables. At present I drive my car 30kms to work - because it is cheaper and even though the drive takes 30 minutes longer than it should, it is still another 30 minutes quicker than using a bus service that requires a transfer. Also the bus can't get me to work on time, and forces me to leave early. So, please get the timetables right, and trial a totally free service. That would be expensive, but is probably less cost than having thousands of people sitting in cars at walking pace every rush hour.

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) 6.3 Hairini, and now Maungatapu. We have waited 40 years for the road to be through under the existing intersection, and still we don't have the new bridge. For 40 years they could have been buying the properties along Turret Rd to make room for the 4 lanes. And still it's not happening. The last word about 15th Ave was three lanes to make a bus lane. THAT IS NOT ENOUGH. GET IT! NOT ENOUGH! The ONLY solution to the bottle neck is a FOUR LANE ROAD. We needed it 40 years ago. It's likely already too late. It probably needs to be 6 lanes by the time it's done. And now after waiting for 40 years for that project, it is clear that Maungatapu bridge also needs to be 4 lanes asap and that's not even being mentioned. Once again, the preparation for that was done 40 years ago and never progressed. It is costing society millions of dollars a year in lost productivity and increased freight costs to have vehicles sitting in traffic. It is simply not acceptable.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1577"/>
First name	<input type="text" value="Murray"/>
Last name	<input type="text" value="Burgham"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="64 Lochhead Rd"/>
Address 2	<input type="text" value="Te Puna"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3176"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the omokoroa highway project - state highway 2 priority to be moved up from no.11 to the top 5 where it needs to be. I travel this to Rotorua daily and constant seeing a number of fatalities on this stretch of road which has become a regular event. My family are driving onto SH2 every day in the opposite direction to drop off the children to school. The new Te Puna roundabout has certainly been an improvement but simply one of several bad interactions along the route. Putting in many more roundabouts like this as an option would be an extremely expensive and disruptive exercise and would not address the traffic volumes. I feel the increase in serious accidents has increased mainly as result of increased traffic volumes n the Tauranga region and given there are many cross roads with limited visibility (corners and dips) along the route to Omokoroa and beyond. The increased traffic volumes means less gaps and more cars crossing or joining SH2, in short drivers need to take more chances and the risk of looking but not seeing increases and the results devastating. I have always been impressed with how Tauranga has kept ahead of building infrastructure to cope with the population growth and we and in general fortunate to have some good roads in the region. However deferring this work is unjustified and will simply make completing this construction even more expensive, difficult and without a doubt lead to more fatalities. It's not a nice to have, it is a must have. Regards, Murray Burgham

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1579"/>
First name	<input type="text" value="Tracey"/>
Last name	<input type="text" value="Brown"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="261 Lakes Boulevard"/>
Address 2	<input type="text" value="Pyes Pa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The turret road bridge and 15th ave need to be completed/widened straight after the underpass from welcome bay is finished as only doing the underpass won't solve the problem. Although this would be the better way for us to travel to work we avoid it due to the traffic, until turret road and 15th ave are corrected this will continue to be a major problem

Other comments:

NO COMMENT

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1582
First name	Angela
Last name	Lewis
Individual or organisation	Individual
Organisation name	
Address 1	20 Maniaroa Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to make sure that the Katikati Bypass(Urban) is given the significant placing it needs. It has been promised for years but never built. Lots of false hopes and promises, therefore it needs to be ranked within the Top 3 priorities. The ranking of 15 is an insult to the people of Katikati who have long and hard campaigned for the bypass to be built. The reasons why it is needed have been stated time and time again. Last year promises were made by the National government and Winston Peters that the Bypass would be built. These need to be honoured as there is a growing feeling of despair and militancy within the local community over the Bypass not yet having been built, or no sign of it ever being built . This along with the dreadful state of Highway 2 and the number of serious and minor crashes that are occurring is a real local issue that must be taken seriously. People become gridlocked and slowed down in Katikati and try and make up time by speeding along other parts of state highway 2 with disastrous results. The town itself is ruined by the noise pollution, air pollution and shaking of the ground when standing on the pavements. It is dangerous to cross the road even at the one major crossing point. Driving onto the main highway in Katikati is a nightmare as it is difficult to turn from any of the side roads onto it. During holiday times the road becomes completely gridlocked. The river also floods at the bridge which means it is impossible to travel through Katikati and there is no alternative route. This must be unacceptable for a main highway, it needs to be resolved now with a Bypass that would solve all the above issues and an upgrading of Highway 2 which is now the most dangerous road in the country to solve all these problems. These projects are both linked and need to be built to bring safety and quality of life to the people of Katikati and the Bay of Plenty community.

Other comments:

Please listen to what people really need and want

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1584"/>
First name	<input type="text" value="Dasha"/>
Last name	<input type="text" value="Van Silfhout"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="13 Corinna Street"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1585"/>
First name	<input type="text" value="Nicola"/>
Last name	<input type="text" value="McDermott"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="14 Farrow Way"/>
Address 2	<input type="text" value="welcome bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I dont think it is acceptable for people to be expected to sit in traffic for an hour every morning and evening for what is normally a 10 minute drive. Because house prices went up so much there are lots of people living out of town - te puke, paengaroa etc who travel into town using the maungatapu/speedway road. The sheer volume of traffic on a single lane road isnt ok. Turret and 15th ave NEED to be double lane desperately. Understand the roads with safety concerns come first, but this should absolutely be the next on the list as its only going to get worse. Thanks

Other comments:

Please please listen. Cycleways are not as important as this. Bus only lanes will not fix this. 2 lanes both ways is the only option. Thanks

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1587"/>
First name	<input type="text" value="andy"/>
Last name	<input type="text" value="lethbridge"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="16 meander"/>
Address 2	<input type="text" value="welcome bay"/>
City/Town	<input type="text" value="tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

why is turret Rd not a top priority? turret Rd causes traffic jams for welcome Bay every morning and then Cameron Rd / Frazer st in the evening. the new under pass is not going to help if turret Rd is the pinch point. more and more houses being built in welcome Bay that will make it even worse. needs sorting asap to free up an entire suburb that seems to have been forgotten about. not even an intermediate school for the two primary schools to feed into which doesn't help the traffic issue. why is it not urgent when it's so easy to see its a huge problem for travel in tauranga. fix turret Rd please, 4 lane it from the roundabout to Cameron Rd.

Other comments:

4 lane turret Rd and 15th ave, free up welcome Bay morning traffic and also will free Cameron rd/Frazer st in evenings.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1588"/>
First name	<input type="text" value="Owen"/>
Last name	<input type="text" value="Keet"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="12 Greenvale Place"/>
Address 2	<input type="text" value="Welcome bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret road causeway should be a prioritised in future improvements to infrastructure. I am a medical practitioner who covers essential services and am finding it unsafe to travel at peak times when on call. I can run to work (8km) almost as fast as it takes to transit in a vehicle.

Other comments:

When new roading or cycleways are planned considerable reforestation/native planting should be initiated. In addition some roadside areas have vast swaths of lawn. It seems pointless in spending resources mowing these areas when they could be planted with a carbon sink.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1589
First name	Janet
Last name	Price
Individual or organisation	Individual
Organisation name	
Address 1	4 Riverlea Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Congratulations on what is basically a sound plan. The integrated transport approach including developing passenger rail between Auckland, Hamilton and Tauranga is definitely on the right track in my opinion. However as Katikati resident I would strongly advocate that the Katikati Bypass be included in the Waihi to Tauranga option. To spend large amounts of time and money on improving SH2 to meet increasing traffic needs and safety requirements and not remove the highway from the middle of Katikati is illogical. Katikati is already a substantial bottleneck. Currently Katikati is bisected by SH2 and is an obstacle to community cohesion, both geographically and socially. It is also an environmental hazard, with air pollution in town and run off threatening water quality in the Uretara estuary. The bridge over the Uretara stream is a notable weak point in SH2 with climatic predictions for increasing high impact storm events increasing the risk of disrupting traffic flow. The Katikati community would appreciate removing the highway from the town BEFORE we have fatalities in the centre of town. That's basic forward planning, acknowledging and managing risk. If Katikati's community is to be fully self determining then the Highway needs to be removed so that we can reclaim our town and develop a collective vision for the future of Katikati. I support the growing movement for Katikati to become a sustainable town, a leader in small town environmentally sustainable practice. The current situation with SH2 cutting through the heart of the town is NOT sustainable. I would advocate action now rather than wait til things reach crisis point. Katikati is in limbo waiting for the removal of the highway from its heart before it can reinvent itself. Not create a bypass is to hamper the development of the Katikati as a whole. With all the growth predictions the transport plan includes a bypass in the future is inevitable so I advocate we give it the priority that the Katikati community deserves. I want to see the Bay of Plenty Regional Council acknowledge the needs of the Katikati Community .

Other comments:

Katikati Bypass Now	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1590"/>
First name	<input type="text" value="Marina"/>
Last name	<input type="text" value="Topless"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="41 Endeavour"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see a 4 lane, all the way to Frazer street lights. Bottleneck will start after the new tunnel with the Mount Maungatapu traffic. I would also like to see this submission bought fwd as a top priority to 3 Rather than 18.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1592
First name	Andrea
Last name	Galecki
Individual or organisation	Individual
Organisation name	
Address 1	18 solander drive
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please provide adequate traffic options for residents of Welcome bay to access Tauranga CBD via Hairini bridge.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1594
First name	Jill
Last name	McLean
Individual or organisation	Individual
Organisation name	
Address 1	51 Wills Road
Address 2	51
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to see the Katikati Bypass elevated from priority 15 to a priority in the Top 5. I feel unsafe parking and shopping in the main street of Katikati. We moved to Katikati for the peacefulness and laid back lifestyle however now feel as if taking our life in our hands when shopping in main street! Very dangerous - Katikati will not move forward until something is done. The trip into Tauranga from here is now scary with the highway constantly having accidents so to be able to shop in Katikati safely would be great

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1598
First name	Allan
Last name	Sole
Individual or organisation	Individual
Organisation name	
Address 1	21 Waione Avenue
Address 2	Athenree
City/Town	RD1 Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The W2T road is of significance for locals tourists and commercial operators. I believe that there are a number of relatively inexpensive ways to make the journey from Waihi Beach to Tauranga safer while waiting for funding to complete the job properly. Try some flashing warning signs. I also believe that lowering the speed limit ISN'T a good idea as the queue will get longer and frustration will grow. A trip that can now take over an hour at the moment shouldn't be made longer. I strongly support the immediate implementation of works W2T at Omokoroa and the Katikati bypass. These projects should move to the top of your priority list. With these jobs done and some simple additions of roadside notifications and some widening and clearing of intrsections we can have a safer journey. More policing would also help. Waihi Beach could do with more public transport and I thank the RC for the service we have at the moment. Thanks for this opportunity, Allan Sole.

Other comments:

NO COMMENT

Document submission	
Document submisison name	

Submission ID	<input type="text" value="TPOL1599"/>
First name	<input type="text" value="Maia"/>
Last name	<input type="text" value="Wharekura"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8 Kaitemako Rd"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret Road Bridge traffic is absolutely shocking and its not a high enough priority on the regional council's priority list. It definitely needs to be in the top 3 priorities for the regional council. Ngā mihi nui

Other comments:

Document submission

Document submission name

Submission ID	TPOL1600
First name	Ivan
Last name	Curwood
Individual or organisation	Individual
Organisation name	
Address 1	36 Maniaroa Dr
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It seems just a short time ago that Katikati residence were celebrating the fact that a "Go ahead" had been given for a by-pass of the main highway which goes through our little town. But alas this has now been dropped to a position on the priority list that means no action will be taken for many many years. I see that the by-pass is now #15 on this list and I begin to wonder what has happened to cause this drop. Well the traffic flow has not reduced and the huge trucks still go thundering through and I do not see any widening of the narrow road in the town centre or any other changes. My concerns relate to the fact that if the by-pass remains in this place on the list then our traffic situation will become chaotic and extremely dangerous. This needs to be in the top five rating. I mention the following aspects for consideration. Our town sits on a very busy highway between Tauranga and Auckland and as both cities are increasing in population at a very rapid rate then we can only expect vehicle numbers to increase accordingly. Much of the freight going through the port of Tauranga is bound for Auckland so we are likely to also see an increase in the huge trucks passing through. Sit in a small cafe along the main road and notice the noise level and the vibrations these truck cause. The town population consists 40% over 65 year olds and many of these are here to have a quiet lifestyle and a place where traffic is at a minimum. This is OK for much of the town but at some points the busy highway must be crossed or traveled along as it does tend to divide our town. Elderly people do have slower reaction times and if a mistake is made they do not have much chance against a huge truck. Another problem in the town is angle parking. It can be frustrating and very dangerous reversing out of these parks into such heavy traffic flows on such a narrow carriageway. I do not wish to see these taken away as they form a large part of the town parking spaces but a by-pass would overcome the problem. I also fear for children in our town as there are two schools close to the main highway. Some children need to either cross or travel along this busy road to get to their school. We all know how unpredictable children can be around busy roads especially on cycles. I note that traffic is starting to bank up behind the only lights in town and this is especially so at peak times and holiday periods. It must also be very frustrating for truck drivers. However this is probably not an immediate problem but without a by-pass I am sure that it will be in ten years time. After all the effort that local people have gone to in getting approval for this by-pass I cannot believe that it has now been reallocated such a low priority and strongly recommend that it be put into at least a top five slot. This by-pass is not just for locals to have a quiet life but is also a matter of safety.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL1601
First name	Jo
Last name	Rodger
Individual or organisation	Individual
Organisation name	
Address 1	Rodger
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Turret road and 15th ave should be priority 3 not 18 on the plans This road is surrounded by water and the way into the city and 3 major schools Tauranga girls college, boys college and intermediate. Increased housing development population growth, cancellation of funding of school buses in 2015, restricted teenage drivers not allowed passengers (should between 8am and 5pm) as single driver cars everywhere. It does not make sense turret road is not s priority when the mangatspu pass is nearly completed stilll going to have bottle neck

Other comments:

Stop greedy developers building houses when we don't have road infrastructures and town planning to match. Adverts on tv about how to merge properly too. Free buses!! Buses direct from Welcome bay to mount and Windermere campus. Orbiter bus that goes from Suberb to superb like in Chch plus the buses that link into town so two bus route systems ...the orbiter going from shopping centre to shopping centre, schools, hospital and polytechnic and university Windermere campus etc. Paper roads out the back of Welcome bay made into roads! Eg kaitemako to Ohaiti link ... Ohaiti to Oropi link roger guy place link to Waitaha.... kaitemako link to victory This will stop everyone having to use Welcome bay road

Document submission	
Document submisison name	

Submission ID	TPOL1602
First name	Colin
Last name	Driller
Individual or organisation	Individual
Organisation name	
Address 1	101B Waikite Road
Address 2	Welcome Bay
City/Town	Tauranga RD5
ZIP/Postal Code	3175

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am concerned at the low priority given to the Hairini bridge/Turret Rd project.

Other comments:

I have moved from Auckland recently. The traffic congestion in Welcome Bay is as bad as Auckland!

Document submission

Document submission name

Submission ID	TPOL1604
First name	Hanna
Last name	Semmel
Individual or organisation	Individual
Organisation name	
Address 1	176a work road
Address 2	Aongatete
City/Town	RD4
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Im dismayed that the road from Waihi to Tauranga has been pushed down the list. It really important to get this road done as the traffic volumes have increased alot and will continue too especially with the kiwifruit sector growing so fast. Nearly every week there is some accident (unfortunately most are very serious) and it makes you not want to drive on the road. Please make this road a prority

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1605"/>
First name	<input type="text" value="Rachel"/>
Last name	<input type="text" value="Weston"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="71b James Road"/>
Address 2	<input type="text" value="RD6"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3176"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Fixing the road between Omokoroa (KatiKati) and Tauranga. The amount of traffic who daily drive this road to and from work and school, and the amount of growth of people now living in areas off this road who use this road daily. this road has become a death trap! Then there is the significant increase of traffic during the 12-14 weeks of Kiwifruit harvest with 100's more seasonal workers using the roads in this area, of which it already cannot cater for. How many accidents/injuries and deaths have to be had before addressing the roading issue in this area?

Other comments:

Document submission

Document submission name

Submission ID	TPOL1606
First name	Brad
Last name	Garner
Individual or organisation	Individual
Organisation name	
Address 1	61a Haukore St
Address 2	Hairini
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I live in Hairini, Tauranga and wish to comment on the Turrent Road/15th Ave traffic congestion and possible remedies. Currently, a tunnel is underway from Welcome Bay to Turret Road to help ease the traffic to/from town at rush hour. I can see how this will probably work heading from town to Welcome Bay/Maungatapu/Hairini at the end of the day as the traffic should be more free flowing, but I can't see how it will work heading into town in the mornings. That stretch of Turret road right up to the 15th Ave intersection needs to be four lanes the whole way. If the road isn't widened then we're going to get the same bottlenecks in the mornings just before the bridge. I've heard the issue is the bridge isn't wide enough. I'm sure it could be made wide enough. I've also heard that the old Pohutukawa trees on the oceanside are in the way. Put it to a vote and I bet the majority would sacrifice those trees in order to reduce congestion (which is only going to get worse). Another easy fix for some of that morning congestion is to build an overpass for cyclists where the current traffic lighted pedestrian crossing is so that cyclists don't have to stop traffic to cross the road (even a temporary overpass would do!). Doesn't it seem ridiculous that one cyclist is able to push a button and stop hundreds of drivers just so they can cross the road? Multiply that by a hundred cyclists to the Boys' College and we're talking thousands of drivers getting held up. An overpass would solve this issue immediately. If you want to discuss these point, I'm available on 021 295 7913. Cheers Brad Garner

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1607"/>
First name	<input type="text" value="Glenys"/>
Last name	<input type="text" value="Rugaas"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="433 glue pot road"/>
Address 2	<input type="text" value="Pyes pa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3173"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Why have the roadworks on Pyes Pa Road and Kennedy Road taken so long? It has been over a year to widen the road and I am guessing will eventually be a round a bout. The wear and tear on cars has been cosrly, time has been wasted, traffic hokd uos, the list goes on. Am perfectly happy to undergo some of these hiccups for the progression of the city but this has just gone on and on! I have watched progression at The Lakes zoom ahead. Whole subdivisions with houses and fences have gone up whilst this tiny peice of roading goes on and on with no apparent ebd in sight! Please sort it out. Makes you all look quite moronic and incapable. Thanks for your time.

Other comments:

<input type="text" value="Just gave it on previous page."/>	
Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	TPOL1608	Wish to speak No
First name	Russell	
Last name	Ingram-Seal	
Individual or organisation	Organisation	
Organisation name	Eastern Bay Primary Health Alliance	
Address 1	5 Louvain Street	
Address 2		
City/Town	Whakatane	
ZIP/Postal Code	3120	

Comments/feedback, particularly Ch 3 and Ch 7:

22nd March 2018 RE: Submission to Bay of Plenty Regional Land Transport Plan 2018 – Public Transport To whom it may concern Eastern Bay Primary Health Alliance (EBPHA) as a Primary Health Organisation (PHO) wishes to advocate for greater consideration of the health aspects, prioritisation of current and changing demographic characteristics and the need for improved and greater investment in public transport in the Bay of Plenty Regional Land Transport Plan 2018 for residents in the Eastern Bay of Plenty (EBoP). EBPHA currently manages an estimated resident population of just under 46,000 enrolled patients through 12 general practices. The population it serves are mostly classified as high needs (62%), almost half are Māori (46%) and 48% are classified as living in deprived circumstances (Quintile 5). EBoP spans a large geography and features areas with some of the poorest and most deprived rural areas within the Bay of Plenty (BoP). There are marked differences between Western Bay of Plenty (WBoP) and EBoP as only 17% of the WBoP population live in deprived areas (9 or 10) compared to 48% in the EBoP. The high proportion of Māori in the EBoP is also important when considering health and wellbeing, as well as delivery of services such as public transport. Māori tend to have poorer health than other ethnicity groups. The EBoP has significant deprivation and socio economic factors e.g. income levels and is a contributing factor to the health inequalities seen between Māori and non-Māori, contributing to the gap in life expectancy. The EBoP is ageing. Currently 18% of the population is aged 65 or over and it is expected that by 2043 close to 30% of the population will be aged 65 or over. This is going to require more aged care services and changes in the healthcare industry as well as improved services for the elderly such as public transport. EBoP has a larger percentage of households with no motor vehicle (8.3%) than nationally (7.5%) and in the WBoP (6.1%) so good public transport is essential for many residents to access services. There are marked differences in districts in the EBoP as in the Kawerau catchment 11.5% of households have no motor vehicle; Opotiki catchment it is 8.5% and in the Whakatāne catchment it is 7.6% of households. 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. 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. Public Transport is also a very important environmental issue as utilising public transport can reduce motor vehicle trips and reduce congestion; which can lead to an improvement in air quality and a reduction in greenhouse gas emissions. Reducing traffic volume also helps make the roads safer for everyone. From Toi Te Ora Public Health Service's Issues of Health and Wellbeing: Population Survey 2016 conducted across residents of the Bay of Plenty and Lakes districts, residents in the EBoP districts rated the public transport the lowest amongst all districts within the BoP and Lakes. 57% of EBoP residents rated public transport as poor or very poor; compared to the Western Bay of Plenty (WBoP) residents who rated public transport poorly (27%). So there are significant differences in the Public perception of access and service delivery across regions. It

would suggest that the EBoP is already poorly provided for in terms in public transport. Across all district council areas in the BoP, the proportion of children will decline and the proportion of people aged over 65 will increase. However the EBoP differs as the proportion of elderly (over 65%) is expected to increase at a higher rate than national and WBoP rates of growth. Thus EBoP will have a higher proportion of elderly in their population composition. From Statistic New Zealand's Population Projections (medium projection) from 2018 to 2043, the following rates were calculated to produce an average rate of growth for the number of elderly people every five years. In the Eastern Bay Community Foundation's EBoP VitalSigns 2018 report; which measures the health and vitality of communities and key issues that affect the lives of residents within the EBoP, priorities that emerged were based on employment availability, the cost of living and poverty within the area. This reflects the EBoP's economic downturn, low employment levels and resulting social inequalities. Issues identified were the need for easy access to necessary services and good public transport being available; especially in Kawerau and Opotiki districts. Similar themes were reflected in the General Practice Staff surveys conducted in 2013 and 2016, where key issues for the provision of health care were the need for improved transport options for disadvantaged populations to access health services. Transport to and from health service were a major barrier to access. An illustrative quote that encapsulates many of the comments received is below: "Difficult for some Opotiki patients to travel to Whakatane - minimal public transport, no car, money" The Regional Council's planning needs to place greater weight to the public transport requirements of an increasing aging population with already poor access to public transport. This would argue for greater investment and prioritisation of public transport than currently outlined in the plan and moving away from current public transport investments priorities i.e. maintaining service levels. They need to increase not just be maintained in the near future. From the Plan breakdown of forecasted funding (chapter 7, section 7.1, figure 220 there is a 4.4% overall decrease over six years in funding for public transport. This raises the question of how is the Regional Council going to address the significant growth in the numbers and proportion of elderly within the BoP, including EBoP i.e. the baby boomer generation explosion discussed by media within New Zealand. Of concern is that of the prioritised activities, there is only one prioritised public transport activity listed (page 89, item 32) for the next six years. In paragraph 7.2.1, existing public transport services were deemed to be 'business as usual' and were excluded from prioritisation. From EBPHA perspective, this is not satisfactory as it does not address the fact that 57% of the population considered public transport to be performing poorly in the EBoP. Our population characteristics and feedback also highlights the need to deliver more targeted services levels during peak and off-peak times and to deliver extended services to rural communities. Whilst the New Zealand SuperGold card enables peak-time concession fares for the elderly, few routes in the EBoP run off-peak so few elderly can travel for free. Many routes finish in the early afternoon so create significant peaks for both primary and secondary health service delivery; and creates barriers to accessing care when needed and limit health related appointment availability for those dependent on or needing public transport. Currently there is no standardisation and considerable variation of fares within the EBoP for the differing routes; based on kilometres travelled and adult fares, the cost of each kilometre travelled ranges from 0.25c to 0.17c depending on location. In fact, from a cost of each kilometre travelled, it is cheaper to go to Tauranga, rather than rurally from outlying towns or communities to Whakatāne. EBPHA would recommend full and concession fares be reviewed across the BoP and standardised. EBPHA strongly advocates for the consideration that concession fares to be made applicable to Community Service Cards holders in order to better service the large proportion of people living in deprived circumstances. EBPHA thanks the Bay of Plenty Regional Council for the opportunity to submit our response to the Bay of Plenty Regional Land Transport Plan 2018. Yours sincerely Michelle Murray Chief Executive Eastern Bay Primary Health Alliance

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1609
First name	Glen
Last name	Crowther
Individual or organisation	Individual
Organisation name	
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Address 2	Brookfield
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

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: • 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. • 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 suggest the following changes: • Increased investment into public transport, demand management initiatives, rideshare platform/s, business commuting schemes, and so forth. • Much greater investment in public transport in Tauranga is needed to get uptake to the projected levels for Programme 8 of the Tauranga Transport Programme. This requires the per capita contribution from rates to be closer to that in NZ's three main centres... or significantly greater funding from central government or other partners. • More frequent and reliable bus services are needed in the Western BOP District, particularly for Omokoroa and Katikati. • Increased investment in the bus network is needed to provide fast, reliable, safe services for schoolchildren to get to and from school. We suggest bold measures are needed to encourage modal shift and reduce the congestion caused by school-related traffic. One such measure we support is trialling a no charge

system for school-age children to travel by Baybus to and from local schools. Additionally, primary and intermediate schools need to be serviced by an appropriately sized, comprehensive network of school buses that take timely and direct routes to the schools.

- Investment in MaaS, to enable new opportunities to go ahead within a regional framework that prioritises good environmental and community outcomes.
- Higher prioritisation of 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.
- Greater investment in safe cycling infrastructure in all BOP main centres to speed up safe cycleways construction and enable a genuine choice of safe, affordable and accessible low emissions transport modes.

3) Transport issues or opportunities that haven't been identified or addressed in the plan:

- 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.
- The proposed electrification of the Kawerau-Port railway line should be prioritized and strongly supported in this plan.
- A business case should be done ASAP for a new railway line linking Rotorua and Port of Tauranga. This could possibly be a Provincial Growth Fund project.
- This plan should explicitly support the proposed passenger rail services between Hamilton to Tauranga and Rotorua to begin as soon as possible, and the upgrade of those intercity services to high-speed trains as soon as possible
- Also to investigate the business case for rapid passenger rail from Whakatane District to Tauranga, partly to ease growth pressures in the Western BOP and partly to open up further economic opportunities in the Eastern BOP.
- Coastal shipping is another important part of the transport system that should be strongly supported, with freight targets as above.
- The plan does not adequately emphasise the critical importance of mobility as a service (MaaS), demand management, rideshare platform/s, car sharing, electric vehicles, e-bikes, autonomous vehicles, online/mobile transport information systems, and other disruptive or innovative technologies.
- In particular, the plan should pick up on the needs of users forming the basis of transport policy. This is the basis of MaaS and modern public transport. e.g. Carole Gordon's proposals to councils regarding designing transport systems for an aging population. This approach will require strong community and business engagement and will ultimately need moderate investment into partnerships that deliver appropriate low-emission mobility services to all of our communities, ideally via open platforms.
- The need to change land use patterns is not recognised. The scale of new transport infrastructure being rolled out in the near future in Papamoa East-Te Tumu and other regionally significant new developments should be acknowledged as a great opportunity for exemplary transport systems to be implemented.
- The plan should direct more electric buses be brought into the Tauranga bus network and elsewhere in the BOP as soon as possible. The goal should be a fully electric fleet in all three main centres (Tauranga, Rotorua and Whakatane) as soon as it is viable.
- The plan should support public electric vehicle charging stations in areas where the market does not deliver (currently some rural areas).
- Councils should urgently partner with business organizations, community groups and other parties to develop an integrated multi-modal low-carbon transport plan for the region that incorporates key drivers for change, such as rideshare platforms and a MaaS strategy.
- Urgently investigate 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.
- 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.

4) Things in the plan I think are great and want to support include:

- The prioritization of safety, which aligns with the GPS.
- The measures in the plan to improve public transport services in the region.
- The proposed investments in safe cycleways by Tauranga City Council and other councils.

• Much of the commentary in the plan - I suggest the prioritization of projects should better align with that commentary and my suggested direction. Finally, 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.

Other comments:

NO COMMENT

Document submission

Document submission name

Thursday, 5 April 2018

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Submission ID	<input type="text" value="TPOL1611"/>
First name	<input type="text" value="Richard"/>
Last name	<input type="text" value="Comyn"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="118 Bethlehem Heights"/>
Address 2	<input type="text" value="Bethlehem"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3110"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I am dismayed that yet again the planned upgrades of SH2 are being deferred to deal with the never ending problems of the Tauriko area. What happened to the very sensible proposals to have SH29 rerouted through the Lakes subdivision some years ago before that subdivision was effectively completed? I feel that your Council has let the whole community down by not keeping the Transport Agency and the other appropriate agencies focused on that plan. I oppose the order of priority of the improvement activities identified in Section 7.4

Other comments:

<input type="text" value="Not at the present time"/>	
Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1613
First name	Philip
Last name	Palmer
Individual or organisation	Individual
Organisation name	
Address 1	6
Address 2	Preston
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like the Katikati bypass elevated from priority 15 to a priority in the top 5. To go to work, I exit Beach Road and turn right onto SH2, most days involves lengthy waits especially around school time, with buses and parents vehicles queuing up. Also the Summer season sees traffic backing up for kilometres either end of the town.

Other comments:

No

Document submission

Document submission name

Submission ID	TPOL1615
First name	Paul
Last name	England
Individual or organisation	Individual
Organisation name	
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Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

More people more cars more trucks means better roads. Katikati needs a bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take 3 years to complete, which will be three more years of traffic congestion and misery for the Katikati community. The noise in the main street of Katikati is horrific every day as trucks drive through. The fumes and pollution from the trucks should not be where the community wants to gather and to shop. The trucks cause a very unhealthy environment. State Highway 2 from Waihi to Tauranga has not changed much in the last 20 years, yet the population and local traffic has increased phenomenally .Tourist traffic has also increased dramatically. With the increase in traffic we have a huge increase in accidents and road deaths. It is time you improved this road to halt the destruction to local families caused by road deaths and accidents.

Other comments:

Katikati needs a bypass today	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1617"/>
First name	<input type="text" value="Jewel"/>
Last name	<input type="text" value="Stephney"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Stephney"/>
Address 2	<input type="text" value="74 Orion Drive"/>
City/Town	<input type="text" value="Welcome Bay"/>
ZIP/Postal Code	<input type="text" value="3122"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Please make the Turret bridge and extended lanes on 15th Ave HIGH priority. Traffic jams, impossible entry and exit will not be fixed by the new tunnel alone. 4 lanes each way will be absolutely vital.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1618
First name	Jackie
Last name	Simpson
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Organisation name	
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Address 2	Waitao
City/Town	Tauranga
ZIP/Postal Code	3175

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

15th Ave & Turret Road Bridge are in desperate need of an upgrade to 2 lanes each way. The traffic using this route has increased steadily over the years and is only going to get worse, it doesn't matter what is done around it (Welcome Bay underpass) if it is all merging into a single lane. Come on Council, look to the future!!

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1619
First name	Marilyn
Last name	Roberts
Individual or organisation	Individual
Organisation name	
Address 1	62 The Crescent
Address 2	
City/Town	Waihi Beach
ZIP/Postal Code	3611

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Regional council land transport submissions 1 Activity 6 -W2T Waihi-Omokaroa- Safety Corridor- safety improvements should be in the top five priorities. This should be in the top of the priorities. State Highway 2 is one of the deadliest highways in the middle North Island. The actions proposed are superficial. Widening the outer berms will not effect a decrease in motorist accidents and deaths. There needs to be actions that inhibit drivers crossing the centre line, which is when most deaths occur. Provision should be made for easier access to those living adjacent to State Highway 2 to merge into the highway safely. A minor accident can hold up traffic significantly. One possible solution would be an overbridge over the highway in Omokaroa so that traffic merging north can do so safely. There appears to be little communications between developers and roading, which allows singular accesses from developed areas onto State Highway 2. 2 Activity 15 W2T Katikati Urban (previously Katikati bypass- should be in the top 5 priorities. The bypass is not just an economic category- it also is a safety and environmental sustainability one. My children are at face level to the exhaust fumes that emit from the vehicles when walking down the street, let alone the big trucks where you can see exhaust emissions. Residents using the shopping and business area face air pollution daily. Coupled with the noise of the heavy vehicles and vibrations underfoot. The traffic flow through the Katikati township is at a peak. With increased usage in the future (as predictions come to fruit) the road through town will not be able to support this flow without bottle necks north and south of the town. Implementation of Activity 15 is long overdue and should be started immediately. Where it lays on the priority list could mean another ten year wait. 3 Waihi Beach is not included in the Bay of Plenty Public Transport Blueprint document and hence we as a community, paying for services for everyone else in our rates, are not inclusive in the Regional Council transport initiatives. Other rural wards are included. We are asking that The Land Transport influence inclusiveness for our community to the Regional Council, to include Waihi Beach in the blueprint. 4 There is too much emphasis in the actions of the document to land transport and amendments to existing highways. 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 today's problems rather than looking into the prolonged future)- considering it is meant to be in effect for 30 years. •The option of water transport between Waihi Beach and Tauranga could well alleviate the density of the road traffic in the future, for those travelling to Katikati, Omokaroa and Tauranga. •Although cycle ways in Tauranga city can ease the density of road traffic, they don't help those who have to get to the city along SH2. How-ever cycle lanes between Bethlehem and Tauranga could alleviate the density of road traffic in that region. •The plan focuses on State Highways and how the state highways support growth and development, which is great. How-ever there should be other options for transporting of goods through the regions through the use of heavy vehicles. The activities proposed are very conservative and economically based. There should be provisions in the document for "thinking outside the square".

Other comments:

General comments Waihi Beach relies on State Highway 2 to travel both north and south. It is our only outlet. As such we are concerned when the safety of this highway is minimalised. Measures being actioned will suffice short term only. The bottlenecks are a symptom of poor design and functionality of a current transport system, as the document acknowledges, and I understand the challenges that face planning for the next 30 years. How-ever the plan indicates

that the measures taken are reacting to existing issues for State Highway 2, and these actions will probably not take us into the future. There appears to be little communication between developers and roading, which allows singular access onto State Highway 2. Katikati, Omokaroa and Bethlehem are recognised as high growth urban areas and so effects of these are producing more traffic, which need more than one highway access. In the past submission hearings have been held in places not near the northern most ward in the Bay of Plenty which have inhibited our voices being heard. I ask that some hearings are closer to our region so we can attend them without hardship.

Document submission

Document submission name

Submission ID	TPOL1620	Wish to speak
First name	Jan	Yes
Last name	Booyesen	
Individual or organisation	Organisation	
Organisation name	Bay of Plenty Community Trails Trust (BOPCTT)	
Address 1	78 Phillips Drive	
Address 2	RD3	
City/Town	Tauranga	
ZIP/Postal Code	3173	

Comments/feedback, particularly Ch 3 and Ch 7:

Who are we: The Bay of Plenty Community Trails Trust was formed in 2013 to promote and be a guardian for community trails which can be used for biking and hiking throughout the Bay of Plenty region. We have a committee of keen volunteers chaired by Jan Booyesen and several hundred supporters/followers on Facebook. We have mostly worked with Tauranga City Council and the Western Bay of Plenty District Council to develop trails within Tauranga and surrounding areas. Comments on the draft Regional Transport Plan 2018

- The BOPCTT strongly supports the statements recognising the value of walking and cycling and the commitments made to connect communities through medium to long distance walking and cycling routes and opportunities to develop new longer distance routes (page 8)
- The BOPCTT is pleased to see that the Tauranga City Cycle Action Plan implementation is recognised as a high priority (page 13). We assume the plan being considered is the Draft Tauranga Cycle Plan which has only recently been released and the details of which are still under discussion. The proposed timeframes in the draft plan show that parts of Tauranga will not have any cycling development for many years and this may not be acceptable, therefore further study and discussions are required before the plan is accepted.
- The Papamoa to Paengaroa cycleway requires connecting cycleways within Papamoa and Papamoa East to be completed. Once these relatively small links are in place a network linking Tauranga, Mt Maunganui, Papamoa, Paengaroa, Maketu and Okere Falls and Rotorua opens up and cycling around Papamoa becomes attractive. The Draft Tauranga Cycle Plan suggests Domain Rd upgrade 2018-2021 and Wairakei Reserve upgrade 2018-2030 and nothing planned for the eastern area. This needs to be looked at again.
- The Omokoroa to Bethlehem cycleway is due for completion in 2018 but until the connections between Bethlehem and Matua salt marsh to Otumoetai College and downtown Tauranga are complete the cycleway will be isolated. The Draft Tauranga Cycle Plan suggests Wairoa bridge improvements for the cycleway take place 2018-2021 and other works 2027-2036. These dates need to be looked at again.
- The completion of links to the Omokoroa to Bethlehem and Papamoa to Paengaroa cycleways will open up an attractive option for cruise ship passengers and other visitors to Tauranga. It is unclear at this time how the 2018 plan will enable the completion of the links required.
- Members have also specifically mentioned the following missing links in the walking/cycling trails.
 - Bethlehem to Matua salt Marsh/Otumoetai College
 - Koromiko St to Kopererua pathways
 - 11th Ave (archery field) to 17th Ave on the east side of Takitimu drive
 - Bethlehem to downtown Tauranga
 - Cycle lanes on 15th Ave with developments to Turret Rd
 - Pyes Pa Rd cycle lanes extended up to Joyce Rd with links to Oropi Rd via water-main bridge on paper rd linking Joyce Rd to Wood Rd/Phillips Drive
 - 18th Ave to Fraser Reserve boardwalk (using Estuary Reserve around the Tga Intermediate School). This would link Welcome Bay, Turret rd, Scantlebury boardwalk to Yatton Park and Greerton for commuters and school pupils.
 - The construction of a Waikato University campus in downtown Tauranga will create additional congestion and parking issues, all of which can be alleviated by providing cycling access and connectivity for students.
- Outside of Tauranga city there are new highways proposed for Tauriko and Tauranga Northern Link/Omokoroa. It makes the greatest sense to include access corridors for future cycleways. A cycle-way has been designed into the Tauranga Northern Link. It would be prudent to ensure this is included in construction of the motorway.
- The draft plan map at page 33 figure 8, "Bay of Plenty cycling networks" raises a few points:
 - There has been work done planning an on-road and partially off-road cycleway between Paengaroa and Okere Falls Rotoiti. The map should be updated to include this.
 - The map shows the sections required to be constructed to complete the bigger picture of walkways/cycleways linking all the major communities in the region. These sections are becoming smaller and when current projects are complete there will be increasing

pressure to complete the network. These projects, such as Omokoroa to Waihi Beach, although some years away, should be listed just as the Ohiwa to Opotiki cycleway is to be included in long term planning.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1621
First name	Jill
Last name	Astill
Individual or organisation	Individual
Organisation name	
Address 1	366b Old Highway
Address 2	
City/Town	RD8
ZIP/Postal Code	3181

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

We, as a community are terrified for our Safety and others driving on SH2 between Katikati to Tauranga. The growth within Tauranga and this community has been huge. The constant flow of traffic both in and out of the area makes it impossible to turn out of all of the many intersections without taking extreme risks, this is very obvious by the sad statistics of minor injuries, severe injuries and deaths over the past ten years. The road is no longer fit for purpose and it a safety hazard which cannot be ignored any longer. Opening up Omokoroa and Katikati as areas of growth and not preparing infrastructure upgrades for the roads to accommodate all these extra residents is simply ludicrous when it is already stretched well past its capacity. How is it acceptable for the council to continue issuing consents for property development when the roading and intersections into these areas are not fit for purpose for the current population? The road as it is simply cannot support this growth. It is scary driving down Omokoroa knowing that so many more residents will soon be living there, per new house at two cars per house! EXTRA on SH2! We are also a growing agricultural community having to share SH2 with fruit sprayers, fruit transporters, extra traffic for pickers and pruners, tractors and the like. If we had a safe road where these slow vehicles had sufficient room to pull over and let people pass this wouldn't be a problem, however there are very limited areas for ANYONE to pull over, and if there is they are very short opportunities and dangerous for these vehicles to pull back out of. The roads are too narrow, bridge crossings too narrow. Opportunities to cross the road TOO NARROW. Upgrades to this road were planned way back and postponed because of the Christchurch earth quake. We all sucked this up at that point, the sheer devastation of Christchurch was horrific, however there has been delay after delay ever since and hearing that this road has now been made 11th on the priority list is simply not acceptable. The stretch of SH2 between Katikati and Tauranga is 'unsafe', it is rated a star 2 and should only be driven on at 60kms. It is unacceptable that one of the main routes into Tauranga and to The Port of Tauranga is rated this low! Something must be done now and NOT in 10 years, we want what has been promised and what we have waited so patiently for. Unfortunately 18 people have paid the price of this patience with their lives, 95 more have received minor injuries and another 35 have paid with serious injuries. I am sure you have been made aware of these statistics. The tragedy of any death is traumatic on any family, but what about the families of those that have been injured, severe or not? They have a life time of battle ahead of them also with ongoing rehabilitation, and loss of the ability to work, a life long sentence for family members to look after them, the cost to the government to look after these people. I am a business owner and it is my legal responsibility to keep my staff safe at all practicable levels. I strongly feel that this is also the legal responsibility of the council and the government to ensure our road is safe. The council takes money from us in rates, it takes money from property developers for consents, we need to see this being put back into the safety of our community today! Make us No.1, it simply has to be No.1. Get barriers put up at our intersections TODAY, not the end of April. Get the speed limit reduced TODAY. Get electronic speed limit signs at intersections at peak hour traffic and school pick up times TODAY, not tomorrow! Get something done TODAY before it is too late. PLEASE! Something needs to be done for the interim TODAY, and then fix SH2. Make us No.1. Every day as I turn off SH2 into Barrett Road, Whakamarama. I say "Phew, we are safe". I am a mother, a daughter, a Grandchild, an Aunt, a cousin, a friend, a wife and an employer. I put my life at risk everytime I go out, that is a lot of people who will be affected if something happens to me. Add my two small children who are always with me to that equation, then close you eyes and just imagine.....

Other comments:

Please help

Thursday, 5 April 2018

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Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1623"/>
First name	<input type="text" value="Paul"/>
Last name	<input type="text" value="Heyblom"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="24 Lansdowne Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want to see the Bypass for Katikati priority raised from priority 15 to the top 5. From a 'Safety' point of view, making right turns onto the main road is more challenging than similar maneuvers in Auckland.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1624
First name	Alan
Last name	Childerhouse
Individual or organisation	Individual
Organisation name	
Address 1	10 Riverside place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There has been a lot of talk about the Katikati bypass, some even quite heated. I see Katikati as probably one of the largest retirement villages in NZ, but it has a state highway running through the heart of it, somehow inappropriate. A bypass would be a relief to both travelers on the road and local residents, probably everyone would welcome it. But when the big picture is studied, I believe that a by-pass around Katikati would be like putting a mere band aid on a major wound. SH2 is in need of a major overhaul, there are so many roads and driveways which require dangerous maneuvering, I believe that a road from Tauranga to Waihi?. A road like the eastern link could alleviate all the problems, 4 intersections to service: Bethlehem & Te Puna - Omokoroa - Fairview & Katikati - Athenree & Waihi beach.

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL1625
First name	Thomas
Last name	Bowater
Individual or organisation	Individual
Organisation name	
Address 1	325d Esdaile Road
Address 2	Pahoia
City/Town	Tauranga
ZIP/Postal Code	3184

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Specifically I refer to the SH@ Katikati to Tauranga road. It is of concern that the development of a vastly safer road, in light of the population growth, and increase in traffic volumes, is very low on the priority list. As a rate and tax payer, we see vast growth in Omokoroa itself and development of lifestyle blocks that continually feed the existing road. A road that has failed to keep pace with this development. There are others with statistics on traffic volumes/crash rates etc and I support all of that. Our family utilise this road 7 days per week in two vehicles and contribute economically to the region. From a Health and Safety perspective to not have four lanes with a minimum of the steel safety wires is ridiculous. It is appreciated that there are significant costs. That is a given. However, Council and government are prepared to receive our rates and tax monies so we have a right to expect change and an elevation of the roading project to now.

Other comments:

Thank you for this opportunity	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1626"/>
First name	<input type="text" value="Cam"/>
Last name	<input type="text" value="Scott"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Scott"/>
Address 2	<input type="text" value="240c Omokoroa Rd"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

This road needs to be built yesterday. It has been on the 10 year plan for the last 30 years. The lack of a 4 lane highway is so restrictive and costly to all businesses either directly or indirectly associated with the area. Not to mention the significant cost, burden and heartache through the injury and loss of life to people using the road in it's current state. . . FIX THE BLOODY ROAD!

Other comments:

Document submission

Document submission name

Submission ID	TPOL1627
First name	Josephine
Last name	Burrell
Individual or organisation	Individual
Organisation name	
Address 1	8 Nolan Place
Address 2	Middlebrook
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am led to believe that the "Katikati" bypass was first mooted about 40 years ago, and the progress, (or not), since then, has been next to none. Also, at a meeting we went to a few weeks ago, we were led to believe all the land had been bought for the project. We found out at a meeting we went to a week ago, that this was not the case. Why? I would like to see the bypass constructed before too much more money was spent on the road and put near the top of the list. Number 3 would be good. I feel that if the trucks and through-traffic can be re-directed, it would give a better idea of what was necessary, if anything, to be done to the road between Waihi and Tauranga. This road is a good road. The problem is with the driving public. It's a shame all distractions, e.g. cell-phones, weren't banned in moving vehicles. The roads might be a much safer place. People should be responsible for their own actions and stop blaming the roading for their incompetence. The councils/ road transport board, should try going back to the cause of the problem, which I feel is congestion caused by heavy transport, which a bypass would alleviate, then, and only then, see if we still have a road problem. As far as accidents are concerned, it's people, not roads, that are the problem.

Other comments:

no

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1628"/>
First name	<input type="text" value="Scott"/>
Last name	<input type="text" value="Willoughby"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="60 Utopia Park Heights"/>
Address 2	<input type="text" value="Welcome Bay"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1629"/>
First name	<input type="text" value="Carole"/>
Last name	<input type="text" value="Gordon"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="SUPA-NZ"/>
Address 1	<input type="text" value="17B Percival Avenue"/>
Address 2	<input type="text" value="Matua"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3011"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL1631
First name	Barbara
Last name	Cook
Individual or organisation	Individual
Organisation name	
Address 1	34 Brookfield Tce
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I wish to make a few brief comments about the plan and to support the submission by the Sustainable Business Network. I think the plan needs to include a greater emphasis on active transport and public transport. In particular, safe commuting cycling options for children and adults and a more reliable and affordable bus network in the main centres. You asked the question: "Are we creating the services and building the infrastructure we'd be happy to pass on to our children and grandchildren?" I wish I could say yes, but in the future people will need to get around without relying on high emitting, fossil fuel powered vehicles. Right now, our infrastructure does not support that. Finally, let's lead the nation by developing a fantastic rail system in the BOP for passengers and freight. That includes: - supporting the proposed Auckland-Tauranga and Auckland-Rotorua passenger rail services - supporting the proposed electrification of BOP railway lines, starting with Kawerau to Port of Tauranga - building a rail connection between Rotorua and Tauranga - restarting a passenger rail service between Taneatua/Whakatane and Tauranga via Te Puke and Papamoa

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1632
First name	John
Last name	Stephney
Individual or organisation	Individual
Organisation name	
Address 1	74 Orion Dr
Address 2	Welcome Bay
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The issue of the prioritising is the bridge as number 18 is astonishing! It has to serve as an embarrassment to the council. I say this not only due to the need to reduce the traffic pressure on this vital artery, but after spending so much time and resource to build this impressive underpass, to have just moved the problem ahead is absurd! I was astonished to watch this project progress and never see any work begun on the bridge or adapting 15th Ave. I assumed it would all be one plan. However now it's 18!! Come on! Let's think like the average human thinks, that is "Fix the problem, don't just moved it". Please move the bridge and 15th to the top three priorities. Respectfully John J Stephney

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL1637
First name	Peter
Last name	Maddison
Individual or organisation	Organisation
Organisation name	Katikati Taiao
Address 1	c/o 449 Lund Road
Address 2	RD2
City/Town	Katikati, New Zealand
ZIP/Postal Code	3178

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Submission to : Regional Land Transport Plan 2018 Date : 22 March 2018 From : Katikati Taiao, Katikati Envirotown Thank you for the opportunity to submit on the Regional Land Transport Plan 2018. 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. 2. We would advocate for consideration of better integration of road, rail and sea local transport. There could be considerable efficiencies if the freighting of goods could be developed around modular containers that could allow goods to be rapidly transshipped between different transport modes. 3. We are also concerned that passenger transport systems are planned to take account of the advent of electric vehicles. Safety issues around the quietness of these vehicles (though this is obviously desirable) and the consequent difficulty of hearing these vehicles approach should be addressed. 4. Regarding the priorities on p. 4, we suggest that it would be logical to move items 11 and 15 and incorporate these in item 6. This then becomes “6. W2 Waihi to Te Puna (Safer Corridor, Transformed Omokoroa to Te Puna, Katikati Bypass). The accident record, safety issues, freight loading (log trucks, horticulture produce, etc.) of this corridor have been the matter of considerable public comment for many years and were obviously highlighted in the 2017 General Election. We believe that the Upgrade of this whole corridor is of the highest priority. 5. On the particular issue of the Katikati Bypass, we strongly support this because: a) The current Katikati community and past Katikati communities dating back to 1949 have been patient. They have been consulted by and have waited for NZTA to prioritise action towards the recognised danger of the heavy traffic flow through the town. Though it might have been expedient in the past for roading to connect the centres of towns, we note the current trend, e.g. in Taupo and Matamata, is to bypass town centres. b) There is great concern of the traffic stop-start snarl-ups and pollution that occur in the centre of town from State Highway 2 – with exhaust fumes and particulate pollution from brake linings, tarmac and diesel fuel. Not only is the aerial pollution of concern, but also the washing of particulates into the stormwater system and thence to the Uretara River and Harbour. c) We also recognise that the increased housing developments along this Corridor – and particularly in Omokoroa and Katikati - have increased the vehicle usage on this Highway. d) The Katikati community has expressed concerns about community severance caused by the Highway. Crossing this busy road by pedestrians, with the added complication of the angle parking in the shopping area, is hazardous – particularly so for older and disabled people. Turning into the Highway from side roads and parking spaces can be difficult (and hazardous) and free movement through the centre is constrained. People have related being “summer prisoners” in the area, when the traffic jams up, and of course this is aggravated by the not infrequent accidents on the road. Such delays are reflected in the concerns of local businesses in getting their produce to the Port or other markets. e) We support the bypass proposal and believe that this is long overdue and cannot be delayed further. Thank you [Prepared by Peter Maddison, Co-chair, Katikati Taiao and endorsed by the committee.]

Other comments:

NO COMMENT	
Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1638
First name	Sara
Last name	Luck
Individual or organisation	Individual
Organisation name	
Address 1	426 Seaforth Road
Address 2	RD 1
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today, it would take at least 3 years to complete which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the unnecessary pollution that comes from the larger trucks having to drive through Katikati because its the main arterial route from Tauranga to Auckland, as well as the impact that this has on the road itself in terms of pot holes and other road deterioration. The Bypass needs to be a priority.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1639
First name	Samuel
Last name	Tegg
Individual or organisation	Individual
Organisation name	
Address 1	426 Seaforth Road
Address 2	RD 1
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today, it would take at least 3 years to complete which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the unnecessary pollution that comes from the larger trucks having to drive through Katikati because its the main arterial route from Tauranga to Auckland, as well as the impact that this has on the road itself in terms of pot holes and other road deterioration. The Bypass needs to be a priority.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1640
First name	Heidi
Last name	Hughes
Individual or organisation	Organisation
Organisation name	Greater Tauranga
Address 1	96 Ranch Road
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3116

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I am emailing our submission to the email address below. Thanks

Other comments:

NO COMMENT

Document submission ATTACHMENT CONTAINS CONTENT

Document submission name TPOL1640 Greater Tauranga

Submission ID	TPOL1641
First name	KAREN
Last name	LOTEN
Individual or organisation	Individual
Organisation name	
Address 1	4 Cavan Close
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The order of priority of significant improvement activities do not reflect the 'NOW'. SH2 Katikati through to Tauranga is the problem NOW. This problem is exacerbating daily because of the growth in population and building in this area particularly Omokoroa. Already prospective buyers are now questioning this SH2 ROUTE as it is the only route for children to access secondary education. The road has above average crashes due to numerous factors. Frustration at not being able to turn left or right onto SH2 from wherever you live because of traffic volume and taking chances. Other mitigating factors being the standard of road and speed. The question should always be what decision will have the most benefit for the most people? Thus I would urge you to re think your priority order listings and look at the NOW. Which projects can wait, or are nice to have but not life changing. I believe the SH2 project is. Thanks

Other comments:

Listen to your communities that live and work in the Bay.

Document submission

Document submission name

Submission ID	TPOL1643
First name	Murray
Last name	Grainger
Individual or organisation	Organisation
Organisation name	Omokoroa Community Board
Address 1	1 Bert Wall Drive
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

The Omokoroa Community Board believes that the Regional Land Transport Committee has erred in its priority ranking of roading projects to be undertaken. The reasons being the safety concerns over, and the current traffic volumes on, the Omokoroa intersection and SH2 between Omokoroa and Tauranga. We ask the committee to: - review their priority ranking list and - move the projects currently at priority 11 to priority 1; and - lobby strongly to central Government on our behalf to ensure that work on a grade separated intersection at Omokoroa and an offline, four-lane, expressway from Omokoroa to Tauranga begins with the utmost urgency. ----- The Bay of Plenty region's transport vision is: Best transport systems for a growing economy and a safe, healthy and vibrant Bay lifestyle. [Executive Summary, p7] Let's examine that vision in detail ... Best transport systems for a - growing economy Page 21 of the 2018 draft plan lists all the economic growth factors and the majority of them will have a freight impact on SH2. The Government is concerned about the housing shortage and desires that more houses be built. For many years Omokoroa has been designated an urban growth area as part of the "growing economy" in the Bay region. A Government approved Special Housing Area is presently under construction in Omokoroa. This Government approved project needs supporting infrastructure. Western Bay Council has done its part in providing the sewage, water, stormwater, zoning etc. The Regional Land Transport Committee needs to step up and do its part by advocating strongly for the missing infrastructure, the transport link, and pushing NZTA for an immediate start to construction. - safe, SH2 between Omokoroa and Tauranga is the least safe stretch of State Highway in the Bay region in terms of deaths and serious injuries. If providing "safe" transport systems is the vision of this committee then fixing this piece of road should be priority number one. - healthy The current transport system which, on this section of SH2, delivers death and injury rates well above the national average cannot be described as "healthy". Nor is sitting in queues of traffic inhaling Nitrogen dioxide (NO2). - vibrant Bay lifestyle Has the committee interviewed those seriously injured on this section of the State Highway, or the families of those killed, to ascertain how "vibrant" their post-accident lifestyle is? Has the committee undertaken any resident surveys to quantify the number of residents who are terrified by the thought of driving between Omokoroa and Tauranga, or who are selling up and abandoning their "vibrant Bay lifestyle" because of this road? Our submission is that SH2 between Omokoroa and Tauranga and the Omokoroa intersection require the highest priority. The online submission text says: "Regional Transport Committee is particularly interested in your views on the following: The problems, benefits and objectives (and their respective weightings identified in Chapter 3)" Chapter 3 "The Investment Logic Mapping process involves key stakeholders working together to develop an investment logic map that tracks the relationship between identified problems and the benefits of resolving them." [p35] 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%). 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. 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. Secondly, the online submission text says: “Regional Transport Committee is particularly interested in your views on the following: The order of priority of the significant improvement activities identified in Section 7.4 (Chapter 7)” It is our submission that Priority 11, the offline, four-laning, of SH2 from Omokoroa to Tauranga and the provision of a grade separated interchange at the SH2/Omokoroa Road intersection absolutely deserves the top priority rating of 1. It is expected that the Committee has taken note of the current New Zealand Infrastructure Plan when arriving at the priority ratings. That document, The Thirty Year New Zealand Infrastructure Plan 2015, says on page 18: (<http://www.infrastructure.govt.nz/plan/2015/nip-aug15.pdf>) “The world’s economic centre of gravity is shifting towards Asia... Ongoing growth in developing countries, particularly Asia, will create opportunities for New Zealand to export its goods and services to these markets. This requires decision-makers to fully consider the needs of, and opportunities for, regional economies when forecasting infrastructure demand, and underpins the need for good international connections and effective roads, rail and broadband to link our regions to our cities and the global marketplace.” The only port in Australasia that can handle the 9500TEU container ships, with a direct service to Asia, is the Port of Tauranga and the export volumes through that port are growing steadily. The quote above includes the statement, “This requires decision-makers to fully consider the needs of ... regional economies when forecasting infrastructure demand, and underpins the need for good international connections and effective roads” So, the decision makers on the Regional Land Transport Committee are charged with fully considering the need for effective roads to service our regional economy linking to the existing good international connection that we have in the Port of Tauranga. Was this done correctly? To those of us outside the decision making process, it appears these issues were not considered or, if considered, were not factored in correctly. There is abundant evidence to support our contention that SH2 between Omokoroa and Tauranga is not an effective road servicing our regional economy especially with the growth in heavy transport servicing the Port of Tauranga. Mix in the growth of private transport due to housing growth along this corridor and the inefficiency of the regional economy transport network grows markedly. Our last point is; this road has been designated the second most important road in New Zealand. Every sign tells us it is State Highway Two. Surely it is time that the state of the road lived up to the state of its designation. In just three weeks, over 6900 residents have signed a petition asking the Bay of Plenty Regional Council Transport Committee to push our Government to commit funding for: * A full continuous four lane expressway from Tauranga to Katikati * A grade-separated connection overhead bridge system from Omokoroa Road to SH2 * The Katikati Bypass This petition will be tabled when speaking to this submission in April. The 6901 signatories join with the Omokoroa Community Board in the expectation that the Committee will, now, make the correct decision in this matter and place the construction of a grade separated interchange at Omokoroa and the building of an offline four-lane expressway between Omokoroa and Tauranga at the top of the priority list and that the Committee will lobby strongly to central Government on our behalf to ensure that this work begins with the utmost urgency.

Other comments:

Thursday, 5 April 2018

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No

Document submission

Document submission name

Submission ID	TPOL1644
First name	Diane
Last name	Logan
Individual or organisation	Individual
Organisation name	
Address 1	3 Stewart Street
Address 2	Katikati
City/Town	Bay of Plenty
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I was surprised to read the Katikati bypass has been shunted further down the list of priorities of road works to be done, considering the significance and the obvious need for it. I realise the whole road between Katikati and Tauranga is suffering from severe congestion problems and I would've thought sorting it from the beginning and moving through is a sensible approach to reach a satisfactory solution. How many more people need to lose their lives because of ill conceived roadings? Motorists are sick and tired of being stuck for ages in a line of traffic because there are no other route options. The by pass of Katikati is only a start and a PART of the remedy, but it needs to be done FIRST and it needs to be done NOW. It should be in the first 5 of priorities. Towns with huge trucks thundering through them are unsafe and unpleasant places to live and be in. Nose to tail traffic moving at a snail's pace is NOT how it should be, please sort it quickly.

Other comments:

No	
Document submission	
Document submission name	

Submission ID	TPOL1645
First name	Michael
Last name	Warbrooke
Individual or organisation	Individual
Organisation name	
Address 1	176A Work road
Address 2	Aongatete
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe the Tauranga to Katikati SH2 road upgrade should be made the top priority as there are many sections that are now extremely dangerous and life threatening when driving mistakes are made, given the volume of traffic on the road and side roads, due to the accelerated growth of the western bay of plenty area. The current roading has coped well for many decades, however unprecedented growth in the area of population, vehicle movements, freight movement etc has overloaded the current roading system to breaking point with frustrating traffic delays, safety concerns, and road route resilience (if the road gets blocked by accident or natural causes). Also noted, is the road surface breaking up prematurely due to such extreme use of cars and particularly heavy vehicles. The Katikati bypass should also be a high priority to ease congestion through Katikati.

Other comments:

Please address issues SH 2 before more people needlessly die on it.

Document submission	
Document submission name	

Submission ID	TPOL1646
First name	Jeanette
Last name	Shepherd
Individual or organisation	Individual
Organisation name	
Address 1	26 Highfields Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

'Problems, benefits and objectives (and their respective weightings as identified in chapter 3)' and The order of priority of the significant improvement activities identified in section 7.7 (chapter 7) This response is specifically related to the repeated delays in progress of the bypass road, now renamed as WT2, that will significantly improve the lives of local residents, visitors and both commercial and public vehicles Traffic growth through our small town is increasing year on year causing major disruptions to both the traffic and more importantly the local population. With the main highway bisecting the town means that realistically we have no town centre. the very unpleasant emissions from the multitude of large commercial vehicles make it very unpleasant to use the shops on the main street let alone use any of the outdoor seating at local cafes.The emissions they are also a considerable health hazard especially to the very young and the elderly, and Katikati does have an increasing number of retirees in its community. Tourists who visit our town are often put off by the amount of through traffic which makes local parking difficult and backing out from the angle parking downright dangerous for all users. I volunteer in the local hospice shop on Friday afternoon and every day hear the large trucks blast someone with their horn, extrapolate that out to every day and there must be a considerable number of troubled motorists and pedestrians. The 'Katikati Bypass' has been in the apparent planning and purchasing state for so many years that many locals believe that it will never happen. Nevertheless it is very important for the continued well-being of the residents, businesses, visitors and commercial through traffic that WT2 does go ahead and is not fobbed off yet again

Other comments:

As an older person I am fortunate that I live within walking distance of the town, unlike many others in the community. When I do drive out from Highfields Drive where I live I will initially turn left then make a right turn across the lane of incoming traffic into another street, before merging with the southbound vehicles. Many others in my street do the same. Our intersection, state-highway 2 and Highfields Drive is a dangerous one and needs to be made into a 'seagull intersection, to allow for safe exiting onto superhighway 2.

Document submission	
Document submission name	

Submission ID	TPOL1648
First name	Bruce
Last name	Shepherd
Individual or organisation	Individual
Organisation name	
Address 1	26 Highfields Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

'Problems, benefits and objectives (and their respective weightings as identified in chapter 3)' and The order of priority of the significant improvement activities identified in section 7.7 (chapter 7) This response is specifically related to the repeated delays in progress of the bypass road, now renamed as WT2, that will significantly improve the lives of local residents, visitors and both commercial and public vehicles. The road through Katikati is so congested and dangerous for those who want to park in the main street. Large trucks with their long loads pose definite problems both in terms of their emissions and shear size in our small rural town. Parking is dangerous when vehicles have to back out into the oncoming traffic to proceed on their way. The emissions make it downright unpleasant to sit in any of the local cafes and walking in the main street can be very unpleasant if not hazardous to the health. Katikati is a growing community with increasing numbers of older folks coming her to retire as well as a good number of young families with children. Crossing the main street for these folks is downright dangerous considering the speed and volume of traffic that bisects out town every single day. The Katikati Bypass has been talked about for many many years and has become something of a long standing joke, many folks believing that it will not ever come to pass. For our small town to continue to thrive and grow we need WT2 to proceed as rapidly as is possible

Other comments:

The highway in its present state is a danger to all who use it. As a higw

Document submission

Document submisison name

Submission ID	TPOL1650
First name	Paul
Last name	O'Neil
Individual or organisation	Individual
Organisation name	
Address 1	12 MacMillan St
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

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.

Other comments:

There appears to be a communication gap between roading officials and local body politicians

Document submission

Document submission name

Submission ID	TPOL1651
First name	Ross
Last name	Pierson
Individual or organisation	Individual
Organisation name	
Address 1	31a Bryan Rd
Address 2	
City/Town	RD2 Opotiki
ZIP/Postal Code	3198

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Chapter 6, page 79 Opotiki to Ohiwa cycle trail. Part of this trail is proposed to link Ohiwa Harbour Road from the motor camp to Bryans Beach along the beach. I have 3 objections to this part of the trail. 1/. This part of the escarpment, which goes from Opape to Tauranga, is the only section which doesn't have either a road, railway or both at the bottom of it. 2/. A waste of money, in the last 27 years the sea has been up to the cliff 3 times. last year 2017 during storms/ big tides the sea would have washed part of the trail away 5 times. 3/. Safety, The curved bridge over the Waioatahe river on SH2 will be suicidal to cycle over, the road into Bryans Beach is narrow with blind corners and nowhere to put a cycle trail on

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL1653
First name	Erin
Last name	Locke
Individual or organisation	Individual
Organisation name	
Address 1	18 Te Karaka Drive
Address 2	
City/Town	Tauranga
ZIP/Postal Code	3174

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years: http://www.nzherald.co.nz/nz/news/article.cfm?c_id=1&objectid=11566172&ref=NZH_FBpage The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Erin Locke

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1656"/>
First name	<input type="text" value="Neil"/>
Last name	<input type="text" value="Fredric"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="392 Whakamarama Rd"/>
Address 2	<input type="text" value="RD7"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3179"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1657"/>
First name	<input type="text" value="Christina"/>
Last name	<input type="text" value="Humphreys"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="221 Work Rd"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Move the Katikati by pass from #15 to Top#5 please! This is regarding the grid locked and high accident rated SHW2 Tauranga to Katikati road. Personally rather than a Katikati bypass which would not totally alleviate the grid lock problem, would only make it worse further on in the gorge etc. I would rather see a bypass and partial tunnel over the Thompson track Road or similar if there is a lower piece over the Kaimai Hills. That gets rid of the bulk of the traffic and the huge amount of Trucks off SHW2. Please consider getting some big Roding company in from Australia [e.g.Sydney Roads or Macquarrie infrastructure] to build a toll road. They are far more experienced and efficient at this work. Christina

Other comments:

<input type="text" value="Please just get on with it!"/>
Document submission <input type="text"/>
Document submisison name <input type="text"/>

Submission ID	<input type="text" value="TPOL1658"/>
First name	<input type="text" value="Adrian"/>
Last name	<input type="text" value="Anderson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="42 Marshall Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

After 40 years of talking about putting a Bypass around Katikati I would like to see it within the top 5 of the priority list. This will remove all the trucks from the town, except for Goods delivery, and make for a quieter main street and safer for pedestrians and no hold ups for through traffic. The volume of traffic has grown over the passed three years to be like Xmas time all year, and if we have to wait another 10 years there will be too much traffic on the road to do the job! The Bypass can be built now with minimal interruption to present traffic volumes and be in use by the time the 4 lane upgrade reaches Katikati.

Other comments:

<input type="text" value="No"/>
Document submission <input type="text"/>
Document submission name <input type="text"/>

Submission ID	TPOL1659
First name	Elisabeth
Last name	Mann
Individual or organisation	Individual
Organisation name	
Address 1	120 Woodland Road, RD3
Address 2	
City/Town	KATIKATI
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Regarding the Katikati Bypass - this is a total waste of money and I would be happy to see it disappear once and for all. Katikati's problems are no different to any small country town in New Zealand or any other country. They are exacerbated by angle parking on both sides of a narrow main street. The money needs to be spent on the SH2 upgrade (6.2 Waihi-Tauranga W2T) which is urgent. The road was never built for the volume of traffic it carries now. 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. The total tax take should not be totally spent on Auckland Projects as the current government is trying to do.

Other comments:

No	
Document submission	
Document submission name	

Submission ID	TPOL1660
First name	David
Last name	Marshall
Individual or organisation	Individual
Organisation name	
Address 1	22 Donegal Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

As a Katikati resident I will focus more on issues related to SH2 from Waihi to Tauranga. **1. Safety.** As a frequent user of SH2 from Katikati to Tauranga, in particular, and residing close to the local fire station, with almost daily sirens for the fire brigade to attend yet another accident on SH2, I would strongly support the raising of the rating for safety in priority ratings from 30% to at least 40% across the network, and to determine priorities for investment in early solutions along this stretch of Highway. This portion of SH2 has a 2 Star rating due to its "major deficiencies." In the BOP 42% of roads are at the poor 2 Star rating, including this key infrastructure stretch of highway, yet 51% of the vehicle km travelled are on this poor quality roading. The ratio of vehicle km travelled:% of roading rated as 2 Star is the highest in the North Island at 1.21 compared to Northland 0.97, Waikato 0.97, Hawkes Bay 0.76, Auckland 0.32, Gisborne 1.06, Taranaki 1.05, Manawatu-Wanganui 1.02, and Wellington 0.62. (www.Kiwirap.org.nz). It is no wonder that this piece of SH2 highway that carries such a high traffic flow to and from Tauranga and NZ's busiest port has become a death trap - both for the inconsiderate drivers, as well as the innocent and their families and friends. The impact on the local communities is devastating! The lack of urgency to address safety concerns along this entire stretch of strategically important highway that is a major access way to NZ's largest port, and the city of Tauranga, as well as a significant tourist route is unacceptable. I would strongly advocate for greater urgency be given to implementation of plans for immediate safety initiatives, including speed restrictions, while fast tracking the building of the TNL, W2T Omokoroa to Te Puna 4 laning and interchange, W2T Waihi to Omokoroa safer corridor, and the long promised W2T Katikati Urban (Bypass). Unfortunately the draft plan lacks information for decision making on fatalities, accident rates, and traffic volumes for the projects listed in the priority plan. This makes it very challenging to both understand the reason for the ratings and to rationally argue alternative ratings. However from data I am aware of, I am convinced that there is compelling data to indicate that on the list of priorities when safety is given a greater emphasis, as the community is demanding, then Draft Priority 11 W2T Omokoroa to Te Puna Transformed including interchange should move to Priority 1; Draft Priority 6 W2T Waihi to Omokoroa safer corridor should move up to at least Priority 4, acknowledging that the TNL & Omokoroa to Te Puna transformation provides a critical portion of the safety improvements required along the Waihi-Tauranga SH2. However I would also urge that whatever safety improvements that can be commenced relatively quickly be implemented asap to reduce the carnage on this road.

2. Katikati Bypass – (W2T Katikati Urban) This is a critical project that has been in gestation for over 40 years – often coming close to false labour, but never being birthed. Much of the land has been purchased for years, with the remaining being negotiated currently which is great news to the community. Many years ago when a birth appeared likely the town began a marketing initiative to make Katikati a tourist destination that would attract locals and tourists when the Bypass eventuated. There are now over 50 murals in Katikati, but there is still no bypass. It is encouraging to see that the bypass has made the Priority List, although only at number 15. However there is no commitment of funds to date for construction and this is of great concern to the community. One only needs to look at the articles and letters in the Katikati Advertiser each week this year to see the desperation of the community, as well as conflicting information on the status of the project. The change of government has brought considerable confusion and despair that this planned project will once again fail to give birth. This project needs strong leadership and commitment in the Regional Land Transport Plan. In the draft document SH2 is described as "an important tourist journey", and that "The section between Waihi and Tauranga also has strong freight flows supporting local industry, particularly horticultural production." These statements disregard the significant number of heavily laden logging-trucks passing

regularly through the middle of Katikati, and the sheer volume of traffic passing through Katikati. The most recently publically available traffic flow data from NZTA is up to 2016. In 2016 the average daily number of vehicles passing Philip Walters Drive, to the North of the town 50km/hr zone, was 12,424. This was a 14% increase from 2014, and the volumes have continued to increase. Remarkably this is more than the count over the Kaimais from Hamilton of 11,162, or on the very safe TEL which was 4234 in 2016. 10.6% of the traffic through Katikati was heavy traffic – 1317/day through a narrow Main Street in Katikati with shoppers trying to reverse out of parking areas in a very congested street. There is only 1 route for traffic from Waihi to Tauranga & that is SH2 through the centre of Katikati. There is no way around the town should there be flooding or accidents blocking the highway etc. The bridge over the Uretara has been strengthened but is old and the Uretara does flood at this point. For resilience of our critical network there is an urgency to provide a heavy traffic route around the town. The town is severed by the Highway & passing from the west to the east is often fraught with challenges. Turning right onto SH2 through town is often impossible in mornings and late afternoons, or extremely risky. We have a high % of the population aged over 65 and many feel intimidated to drive and shop in town. During summer holidays when traffic is particularly heavy and may be backed up to Athenree many locals retreat to their homes and do not venture out. Local businesses are loathe to invest in upgrading their premises, and new higher value businesses are hard to attract, as the Main Street is congested, noisy, smelly, and not an attractive place to shop, or to sit outside at any of the cafes. Large laden logging trucks labouring up the slope on the way to the port make conversation in the street impossible. Safety of children biking to school is a major issue if they live on the western side of the town and are forced to cross over SH2. Access from Beach Road to SH2 is precarious, and very congested especially before & after school with the Primary & Secondary schools only a short distance up Beach Road. The community wants its town back and has waited for far too long for this to be realised. NZ & the BOP need a reliable and resilient transport network from Waihi to Tauranga and the port – fast-tracking and implementing the Katikati Bypass is critical in achieving this.

Other comments:

Consultation on such a critical regional strategy has been suboptimal with little planned community consultation at times when the community could easily attend. Effective communication has been lacking. The ability to save or print my submission is lacking on this website.

Document submission

Document submission name

Submission ID	TPOL1661
First name	Debbie
Last name	Rice
Individual or organisation	Individual
Organisation name	
Address 1	52 Paine Street
Address 2	Judea
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

“Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihī. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. The priority of the State Highway needs to change from #11 to #1 on the 'to do list'. Agricultural vehicles need to be off the road during peak times. Which other country has driveways directly joining a highway!?”

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1662
First name	Robert
Last name	Maclaren
Individual or organisation	Individual
Organisation name	
Address 1	52 Paine St
Address 2	Judea
City/Town	Tauranga
ZIP/Postal Code	3110

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

“Here is my submission on the draft Bay of Plenty Regional Land Transport Plan 2018. SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihī. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Ōmokoroa’s designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Signed, Robert Maclaren.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1663
First name	ANTON
Last name	LACHENICHT
Individual or organisation	Individual
Organisation name	
Address 1	38 Fairview Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass is in my opinion urgent and not a project worthy of a priority listing of #15. The development of the town's infrastructure is being held back by the length of time it has taken to get this project completed. The volume of traffic between Tauranga and Waihi has increased considerably in the last five years and it is all funnelled through the Main street of Katikati and controlled/stymied by a single pedestrian crossing. This traffic light not only slows traffic flow significantly but often causes the vehicles to be backed up as far as the Tetley road exit. I know I have been caught up in the traffic jam and frustrated by the waste of time. Also the pedestrians at the crossing sometimes wait for up to 10 mins to cross while others get fed up and jay walk to get across. The number of large articulated vehicles polluting the main street as they go through are also of some concern from a health perspective. Some say that a bypass will cut down on the number of vehicles stopping in the town but this is still to be proved. My opinion is that the majority of people stopping are actually residents and not visitors and one only has to try finding parking at a busy period and then trying to reverse out into oncoming traffic to see it is not worth a visitors consideration. If all the heavy vehicles were rerouted along the bypass route it would not only cut down on the total traffic flowing through the town but make it possible for the visitors to have the freedom to decide if they wanted to stop if they felt like it and see what the town has to offer or carry on using the bypass. With a bypass in place it would then be up to the town planners to attract these visitors by being more inventive in their approach.

Other comments:

A traffic circle like the one built in Te Puna would sort out traffic using the bypass at either end. The Te Puna circle has helped traffic flow significantly.

Document submission	
Document submission name	

Submission ID	TPOL1664
First name	Hilton
Last name	Paul
Individual or organisation	Organisation
Organisation name	Katikati Medical Centre
Address 1	4 Clive Rd
Address 2	Katikati
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

As the only Medical Centre in Katikati we have become increasingly aware of the stress and concern the current traffic problems, both within Katikati itself and the rural roads leading to the town are creating for our patients. In Katikati itself patients feel at risk just trying to get around town and frequently comment on they no longer feel safe as they try to negotiate the shopping centre and immediate environs. Of particular concern is the turn from SH2 into Beach Rd to approach our facility. The traffic through the town is such that risks are often taken trying to get through the flow. Our many elderly patients, who may now have slightly slower reactions than in their prime, are really putting themselves and others at risk as they try to find a gap. Katikati is an elderly population village but it is also growing. Residents can no longer park close to the shops they wish to access but with only one controlled crossing in town and their reduced mobility they are taking the risk of walking and dodging the high traffic volumes. Much of which is, to them, very scary large trucks. Patients are often commenting on the extra time they now have to allow to get to appointments. Similarly our staff and with the frequency of accidents on SH2, for our staff living out of town just getting to work is often delayed. Our Medical Centre is a PRIME practice which means we are called out to assist the local ambulance service. Getting to the call outs in a timely manner is becoming really difficult. We also find that when an ambulance is brought from Tauranga to substitute for the local service, the delay in getting to our centre is getting ever longer. The trip then into Tauranga Hospital is correspondingly getting longer and putting patients' lives at risk. Many of our patients live on the rural roads connecting on to SH2. Patients feel they are at risk every time they try to leave their road and join the ever increasing flow of traffic on SH2. There is no question in our minds that the current roading plan is not giving due weight to the safety of the residents. The By Pass and Dramatic improvements to SH2 are needed now.

Other comments:

Safety before cycle ways!!

Document submission

Document submission name

Submission ID	TPOL1665
First name	Ross
Last name	Paterson
Individual or organisation	Individual
Organisation name	
Address 1	677 Esdaile Road
Address 2	R D 8
City/Town	Tauranga
ZIP/Postal Code	3180

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I am the previous Mayor of WBOPDC and have sat on this committee for approx 12 years. I have driven this road for 45 years. I wish to address the problems of SH2 Waihi to Tauranga.(W2T) Traffic is increasing across the district, accelerating over the last 2 to 3 years. The Traffic congestion now is causing extended traffic queues and reduced travel time reliability. This is leading to driver frustration and poor decision making. SH2 north of Tauranga reaches peak capacity several times per day. Police activity and monitoring has been increased due to the rising and high accident fatalities. Many of our roads are in the lower bracket end of the Kiwi RAP Programme. Approximately 51% of our roads are in the 2 star category (5 star being the top end). SH2 is designated 2 star. NZ average is 33% for 2 star roads. Yet the district is experiencing rapid population growth, increased economic activities with high freight volumes along with increased tourist traffic. This all contributes to traffic congestion with a fatality record of 18 deaths and 36 seriously injured between 2012 and 2016. This level has continued to present day. SAFETY has now become the main concern for road users as accidents occur regularly. We cannot ignore the Omokoroa and Minden/Te Puna residential developemnt. Omokoroa is a growth node in the Smart Growth Spatial Plan with 3 large residential developments and smaller orchards contributing to increased housing and transport needs for the district. Omokoroa has a special housing accord which can fast track the consent process for development. This all puts pressure on SH2 and the Omokoroa/SH2 intersection. With all of these factors I wonder why the RAG have prioritised the W2T (Omokoroa to Te Puna) at 11 on the list! This committee MUST look at the facts that SAFETY is the main concern of the community and this project must be moved up to 1 or 2 on the list. I believe the Omokoroa Intersection must be programmed immediately for full capital works improvement and the supporting Omokoroa to Te Puna section delivered under community concerns for safety. Safety works on the Te Puna /Omokoroa section should be to widen the median strip, up to 1m, to keep vehicles apart and rumble strips on each side of each lane. This will enable extra time to react to any centre line crossing and the early noise signal of any deviation by rumble strips. NZTA procrastinate over getting works done under their present structure. They are bogged down in bureaucratic process and Wellington driven. May I refer you to the report completed May 2016 by Mark Haseley - Principle Transport Planner, Tauranga? This does not need to go back to a planning drawing board as the preferred programme has already been discussed and received public support in 2017. These discussions date back many years. Nothing has changed just more fatalities and injuries! What we need now is immediate action on this section of SH2. We need to acknowledge that we have failed in the priority improvement activities. This committee needs to rectify this and deal with the reality of today. Ross Paterson

Other comments:

as attached	
Document submission	
Document submisison name	

Submission ID	TPOL1667
First name	Larry
Last name	Baldock
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Organisation name	
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Address 2	Pyes Pa
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Submission to Proposed Bay of Plenty Regional Land Transport Strategy 2018 - 2048 Thank you for the opportunity to comment on the Draft Bay of Plenty Regional Land Transport Plan 2018 – 2048 (RLTP). I would like the opportunity to be heard in the hearings and if the suggestion in the Smart Growth submission is accepted and a ‘grouping together of submissions from the Western Bay’ occurs I would like to be connected to those presentations. General Comments Thank you for your work in preparing the Draft RLTP. I understand the challenges that arise from the collaborative approach to developing the Plan through the Regional Advisory Group and the Regional Transport Committee. I agree with the TCC submission when it recognises “that as region with diverse issues, and in a climate where national policy is unclear, the plan needs to be flexible, is forced to make a number of trade-offs and is likely to change prior to adoption”. I also support the submission of Smart Growth Leadership Group of which I am a TCC representative member. In particular the section on page 7 headed “Supporting the success of the Port of Tauranga” which I will refer to later in my submission. 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 I wish also to strongly support the need to see the TNL project confirmed and priorities along with the safety improvements W2T Omokoroa to Te Puna and W2T Waihi to Omokoroa safety Corridor SH2 including the W2T Katikati By-pass. My primary concern is the lack of clarity, focus and urgency around the Tauranga Urban area Network and the completion of the Strategic Roding Network (SRN). The SRN was developed in 1997 in a ‘Heads of Agreement’ between the Tauranga District Council (now TCC) Western Bay of Plenty District Council and Transit NZ (now NZTA). The Smart Growth Transport Project Team provided an update in May 2004 on the previous 1976; 1993 and 1997 studies confirming the commitment to the SRN. Previously these State highways, particularly SH29A from Route K SH29 intersection and Te Maunga and also Hewletts Rd and Takitimu Drive SH29 to The Lakes were referred to as ‘The Ring Road’ that was to provide a 4-lane grade separated highway around the Harbour of Tauranga City designed to ensure that all traffic could travel at no less than 80kmp on the entire ring Road. This would reduce the need for specific dedicated bus lanes if such efficient traffic movement could be achieved. With the connections of the TEL and TNL to this ‘ring road’ Tauranga city was envisaged to be able to avoid the traffic gridlock that has enveloped Auckland city in the past 10-15 years. Unfortunately, since the abandoning of the tolling of the Harbour link project in 2005, and the prioritising of Roads Of National Significance (RONS) policy of the previous Government, the urgent need to complete the ‘Ring Road’ has been side-lined. In my opinion, the re-focusing of our transport planning on the completion of the ‘Ring Road’ is vital to the social and economic health of Tauranga City, now the 5th largest urban centre in NZ. This will of course require a considerable escalation in the transport investment in the Tauranga Urban area and is the main focus of my submission to you as members of the RLT Committee. It is evident that reliance upon Central Government Funding from traditional revenue sources of excise fuel taxes and Road User charges will limit our ability to catch up on the road infrastructure deficit created in the past 15 years. The continued success of the Port of Tauranga (POT) is very dependent on the efficiency of freight movements to and from the port. It must therefore be of importance to the majority shareholders of the Port of Tauranga that sufficient investment is provided to future proof the efficiency and profitability of the POT. As the majority shareholder of the POT, the BOP Regional Council needs to seriously consider two actions to advance the development of the transport infrastructure in the Western BOP that will support improved public transport options, private commuter travel and efficient freight movements to the port. Firstly in order to protect and improve the

overall value of its 54% stake in the POT it should be willing to use either its balance sheet to borrow funds to contribute to the sub-regions transport funding, or alternatively divest a percentage of its share-holding to inject funds directly into transport investment. The Port of Auckland provides and stark example of how congestion has reduced it's profitability and viability as a major import and export hub for the nation. Secondly the BOPRC through this RLTP needs to strongly support for the advocacy called for in the SG submission for a widening of options in the toolbox for transport funding. Whether through further traditional tolling schemes, or more 21st century congestion pricing and road pricing mechanisms the RLTP should call on Central Government to engage with the WBOP sub-region in the development of a funding strategy involving all possible funding mechanisms to provide for the urgent projects this region needs.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1668
First name	Samantha
Last name	Thompson
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City/Town	Tauranga
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Thank you for the opportunity to comment on the proposed Regional Transport Plan 2018. My submission concerns the SH2 corridor from Katikati to Tauranga. This is a purely emotive submission as I believe the Regional Transport Committee is fully aware of the high social and economic toll this road has on our community yet continue to down grade it's priority level (Executive Summary - The Bay of Plenty's fifteen highest priority improvement activities table) * Did you know I am 8 x times more likely than you to die commuting to work? Why? Because I live in Omokoroa and drive to Tauranga on NZ's most dangerous road. * My teenage son wishes to get his driving license and become more independent. I'm not so keen. Why? Because he would be a learner driver on NZ's most dangerous road. * I worry every time my elderly parents want to come and visit from Auckland. Why? Because they have to drive in part on NZ's most dangerous road. * I instinctively look at the clock every time the local fire station bells ring and it's not a test. Why? Because my school children travel by bus to Katikati on NZ's most dangerous road. * My inlaws hate it when things go bump in the night. Why? Because they are often first on horrific accidents scenes as they live on NZ's most dangerous road. The 37km SH2 corridor from Katikati to Tauranga continues to claim lives, cause serious injury and impact significantly and negatively on the quality of life of the community forced to use it. This corridor is classed as High Risk / Medium Risk for collective Risk (Section 6.2) with Western Bay of Plenty rated High Concern for distraction and drugs and alcohol with young drivers, motorcyclists and fatigue all rated Medium Concern. (Figure 13: Communities at Risk Register 2017). Key Points: * The region's overall population is projected to increase to approximately 334,000 in 2033. However, this figure will be exceeded much sooner at current growth rates. (Section 2.2) The main settlements in the corridor are Katikati (population of 4,056), Waihi Beach/ Athenree (3,150) and Omokoroa (2,547). These settlements all include areas designated for future residential growth under the SmartGrowth Strategy. The population of Omokoroa in particular is expected to increase to 12,000 by 2030. This future housing development is expected to generate significant additional transport demand in the corridor (Section 6.2) Public transport options are currently inadequate along the corridor resulting in high numbers of commuters (Figure 16: Regional travel to work mode share) and (presumably) identified 'at risk' young drivers using the road. * The Port of Tauranga is New Zealand's largest port by volume (18.9 million tonnes of exports/imports) and container port (1,086,000 TEUs) in 2016/17. It is also the first port in New Zealand capable of hosting larger ships, with vessels between 7,500 and 11,500 TEUs calling on a regular basis. In 2016 there were 680 accidents involving trucks nationally, 60 of which were fatal (refer Table 27 Truck crashes and casualties - Historical year ending December 31 <http://www.transport.govt.nz/research/roadcrashstatistics/motorvehiclecrashesinnewzealand/motor-vehicle-crashes-in-new-zealand-2016/>) 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.

Other comments:

NO COMMENT

Document submission

Document submission name

Submission ID	TPOL1669
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ZIP/Postal Code	3112

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Section 2.2 SOCIETY Agree the 5 strategic drivers for Society. Economy drivers are clearly missing Health and Social Services as well as Professional Services sectors. I note that the impacts of the retiring baby boomer population appears to be lost in the opportunities assessment. Ageing - Service industries and infrastructure based on support of the retired and elderly represents a significant return to the economy. Retirees with personal wealth will access financial and legal services. While the public health services are adequate, private offerings in Allied health services (physiotherapy, health and wellness centres, medical, pharmaceutical, residential care) will grow. Migration will provide opportunities in service roles here; the Labour force commentary suggests a production-oriented lens (Maori aged 15-24: so what?). BOP's migration patterns are skewed to the high-end (non-working age) above the national benchmark. Traffic growth is centred around economic activity drivers (freight, logistics, passenger transport to remote locations such as orchards, forestry, light industrial). Common complaint is untimeliness of the bus network (real-time tracking at bus stops would allay commuter frustrations). Settlement plan hotspots such as Omokoroa need to be serviced by reliable public transport options (water taxi services, regular city-bound buses in commuter windows). ECONOMY These drivers are all production related. What is the impact of Professional Services (wealth management, accountancy, legal services, consultancy) and Health Services (public and Private)? Is the DHB still the third largest employer? Planning for integrated medical centres should include mass-transit, timely urban transport options from city hubs. TECHNOLOGY Opportunities for transport challenges should be prioritised (traffic management and analytics; mobility as a service; benefits from big data; large-scale electric vehicles for mass-transit transport options). 2.3.5 PUBLIC TRANSPORT Reasons for 5% bus share are not well understood. Park and rides from suburban hubs (e.g. Lakes, Papamoa) will only work with dedicated bus lanes in peak hours. Higher parking charges are not incentives to get people out of cars, faster dedicated travel options during peak periods are. 2.3.6 WALKING AND CYCLING Agree the strategy of investing in key activity areas, town centres supported by complementary public transport improvements (I love living 15 minutes walk from Greerton!). Number and frequency of bus services into Greerton are a plus when considering active modal options to work in the CBD. Dedicated cycleways will become more popular as these are removed from busy arterial routes into the city (e.g. Cameron Road). Child safety concerns are often a factor in choice of transport options to school (also suspect a reason why the submissions to proposed bus changes were so well supported!). 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. 3.2 BENEFITS: Agree the weightings and proportions. Clear and logical. 3.3 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) CH 4 STRATEGIC RESPONSE 4.1.4 INFRASTRUCTURE Recommend investment focus area for passenger transport improvements. Might be dedicated land for a light-rail corridor or road expressway (e.g. Lakes to CBD; Papamoa East/Te Puke to Bayfair). Park and ride spaces at inter-modal urban transport hubs. Agree all the Public transport investments. 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). FINAL COMMENT I am encouraged by the elevation of Walking and Cycle Action Plan in this Transport Plan as well as the concern for Safety as it relates to pedestrians and cyclists. Road network will always get the 'publicity' given the 89% modal use of vehicles. Strategy should leverage BOP's Quality of Life benefits by elevating healthy transport options along with healthy lifestyle. Good luck team!

Other comments:

Appreciated the clear plan, use of infographics and reference to the RLTP Annual Report Cards on the BOPRC Home page. Felt that I had enough to formulate my thoughts with.

Document submission

Document submission name

Submission ID	TPOL1670
First name	Barbara
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ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

We have lived in Katikati since 1986 and for all of that time (and longer) we have been promised that a bypass will happen for us but has continually been deferred. Enough is enough, we need a bypass now. It is totally unfair to expect us to live with hundreds of trucks going through our town every week belching fumes, not to mention the increase in cars. The congestion is horrendous and we take our life in our hands every day just trying to get out of side roads etc. At the very least we demand a bypass and if not the start of a four lane highway immediately from Waihi to Tauranga, then more passing lanes between here and Tauranga. A journey that used to take 1/2 hour can now take more than an hour. Please do not put us on another 15 year wait list, we deserve more. SH2 is not a bad road as such but the accident rate is appalling. With so much traffic on it, it is a very unforgiving stretch of road. The slightest inattention can often have fatal consequences. Please do not defer work on this stretch of road again. Thankyou

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1673"/>
First name	<input type="text" value="Alan"/>
Last name	<input type="text" value="Land"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="3/8 Binnie Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I object strongly to the priority given to the Katikati bypass --- it should be No.1.The years that have been wasted is nothing short of scandalous --- it is such a simple operation, & yet this little town is being ruined both enviromentally & healthwise by the inexcusable & delaying tactics of the NZTA The correct bypass route is only 2k, in spite of the latest NZTA report that stated it to be 3k,starting further away each side of the town. I am sick & tired of the road from Waihi to Tauranga being called a "dangerous" road --- there is no such thing as a "dangerous" road --- only incompetent & impatient drivers.I have been driving this road for 50 years,both by heavy truck & car,& have always thought of it as a good road.

Other comments:

<input type="text" value="None that could be published!"/>	
Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	TPOL1675
First name	Joanne
Last name	Wiggett
Individual or organisation	Individual
Organisation name	
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City/Town	Tauranga
ZIP/Postal Code	3179

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My husband Cecil Wiggett and I, Joanne Wiggett, wish to submit feedback on your proposed Regional Land Transport Plan. In summary we ask you to:

- Emphasise safety as the most important consideration in The Regional Land Transport Plan.
- Prioritise the 4-laning of SH2 between Te Puna and Omokoroa (W2T Omokoroa to Te Puna (Transformed)) at number 1 on your list of priorities (currently number 11).
- Recognise that you have a duty of care to the people living along and using SH2 from Te Puna to Omokoroa;
- Recognise and acknowledge that for many years (since at least 1981) this part of SH2 has been carrying high traffic flows in excess of a single lane carriageway capacity and is now the most dangerous single lane carriageway in NZ. Accident figures and road usage figures support this contention. From 2012-2016, 18 people died on the road and there were 35 serious crashes and 95 minor crashes.
- Recognise that prioritising W2T Omokoroa to Te Puna (Transformed) at number 1 on your list of priorities substantially contributes towards the government's draft priority statement for a safe land transport system, free of death and serious injury.

SH2 has for many years been carrying high traffic flows in excess of a two-lane highway and is the most dangerous single lane carriageway in NZ. The residents of Whakamarama and surrounding areas have been living with the attendant safety risk and frequent travel disruptions in expectation that a major upgrade of this section of SH2 from Te Puna to Omokoroa was imminent. With designated Special Housing Areas in Omokoroa and The Minden (Te Puna) adding thousands of households and therefore vehicles to the daily traffic flows now and in the future, the safety risks and disruptions can only increase. At present you claim you are hamstrung by government policy which does not rate safety over economic or other considerations. We believe you are incorrect in this assumption, and possibly even obfuscating the issue to avoid responsibility for your own decision-making. In the current government's A preview of the draft GPS (Government Priority Statement) 2018 the proposal identifies a "strategic priority of investment to achieve a land transport system that is a safe system, free of death and serious injury – New Zealand roads, speeds, vehicles and user behaviours are a long way from what is required to achieve our aim of a land transport system that is free of death and serious injury. There needs to be increased efforts across the system to significantly reduce death and serious injury on our roads". While it is true that the Ministry of Transport has yet to consult on the Government Priority Statement We believe you have also paid insufficient attention to The Safer Journeys Strategy 2010-2020 which envisions "A safe road system increasingly free of death and serious injury". The 4-lane highway on SH2 from Te Puna to Omokoroa would deliver on this strategy. It would also meet the priority action identified in that strategy to focus safety improvement programmes on high risk rural roads. Speaking specifically to other aspects of the Draft Regional Land Transport Plan (RLTP), consultation summary 2018 itself, your plan diagram on p1 (the wheel) looks as if safety is the second priority at 30%, just in front of economic performance at 25% and way below quality of life at 45%. We fail to understand how safety does not contribute to quality of life. Again we ask you to prioritise safety as the most important decision with regards to funding roading in this region and for prioritising NZTA-funded roads. Your list of RLTP objectives is rather disingenuous as it looks like safety is the most important objective, given a 30% weighting, and yet the way you have grouped different objectives together in the plan diagram (the wheel) shows that safety is pushed into a distant second place. This is not acceptable and simply muddies the waters and makes feedback more difficult for the public. We support the submission from Whakamarama Community Inc and have sought not to repeat all points already made by them. In conclusion we wish to again request that you emphasise safety as the most important consideration in The Regional Land Transport Plan and consequently prioritise the 4-laning of SH2 between Te Puna and Omokoroa (W2T Omokoroa to Te Puna

(Transformed)) at number 1 on your list of priorities. Thank you for seeking feedback. References: Draft Regional Land Transport Plan, consultation summary 2018, Bay of Plenty Regional Council.

<https://www.boprc.govt.nz/media/714801/2018-02-13-draft-regional-land-transport-plan-2018-consultation-summary-web.pdf> A preview of the draft GPS 2018 detail <http://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/A-preview-of-the-draft-GPS-2018-detail.pdf> The Safer Journeys Strategy 2010-2020 <http://www.saferjourneys.govt.nz/assets/Safer-journeys-files/SaferJourneyStrategy.pdf>

Other comments:

No

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1676"/>
First name	<input type="text" value="Grant"/>
Last name	<input type="text" value="Turner"/>
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Organisation name	<input type="text" value="National Road Carriers Association (Inc.)"/>
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Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	TPOL1677
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Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Opportunity to investigate: I'd love to see serious investigation of designing a bus/train that can go both on the road and on the train tracks like the KiwiRail maintenance trucks already in use do. The you-tube clip at the link below shows one of the trucks coming off the rails by lifting its 'train' wheels: <https://goo.gl/images/6HYXCv> We have railway lines through from at least Omokoroa to Te Puke through the Mount and of course the Strand in Tauranga so if this could be developed over the next 5-10 years it could become a useful option for commuter traffic. Even a handful of services in the morning and evening peaks could surely be fitted around freight-train travel times and take advantage of the train corridors already in place. This idea seems like an appropriate NZ-scale option as we just don't have the population density for full commuter train services in the local area. School Student Travel Rejigging travel for school students could go a long way to improving the morning traffic peak, at least in the short term. In Tauranga this markedly got worse from the start of the new school year around 3 years ago when I think the bus fares increased to the point where families decided to detour /drive more of their school-age children to school as it made financial sense - could it be reversed as quickly? Is this much the same in Rotorua and Whakatane? Park and Ride / Pedal and Ride I'd like to see more of these options being developed to encourage people onto public transport and making it easier for them with safe parking and bike-parking options. That can cut down the time to get to bus-stops etc and shorten the time required to use public transport as getting to the bus stops and from the bus stops to final destinations takes a substantial part of the journey time. Can you encourage 'destination' places like shopping malls to provide public transport links and safe bike parking etc. They seem to be very focused on driving to get there. Thank you for considering this submission.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1678
First name	Paula
Last name	Hudson
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Organisation name	
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City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Thank you for the opportunity to provide feedback. I acknowledge your role in balancing the needs under the three key areas of economic performance, quality of life and safety; and while it is not your responsibility to manage driver behaviours, you do have a role to play in minimising risks for safe road users. I can only comment on the stretch of road that we use most frequently being Katikati - Tauranga and how travel on this road affects our daily lives so my comments relate to this area only. Given the high number of accidents and incidents on this stretch of highway and it's current low 2/5 road rating, I believe more weighting should be given to safety and quality of life on the roads in this area. We would like to see a higher priority given to all roading and intersection safety projects (some of which are already underway - thank you) to help alleviate the poor driver decision that lead to such a large number of incidents on our highway. The current road was suitable to the mainly rural traffic of 15 years ago but was not designed to handle the volumes of today, let alone what is coming in the future. For me there are three key issues that need addressing on SH2 Tauranga - Katikati. They are: safety, reliable commuter travel times and ensuring roading upgrades over the next 10 years address not just the current volumes of traffic, but take into account the future growth in the northern area of Tauranga/WBOP. I feel it is irresponsible of BOPRC and WBOPDC to approve subdivision/development consents without being able to ensure the local infrastructure can cope with the increase in population and all that it demands. You're behind and you need to catch up! For us, having reliable commuter times is incredibly important to for us to have a quality of life which juggling jobs, family and home commitments. When we moved to our current location 8.5 years ago it took 18 minutes to drive the 16km's to work in Tauranga. Now, on a good day it's 30 minutes. If it's raining, it's 40 minutes due to the additional traffic on the roads. (I have assumed, from the lack of school kids standing on the side of the road, this is due to precious parents deciding to drive their kids to school in case they get wet and melt while waiting for their bus in the rain!) The number of travellers who go around Te Puna (via Snodgrass Rd) to avoid the slow traffic and turn left out of Te Puna Station Rd heading to Bethlehem, also causes a large backlog of traffic on weekday mornings. For us, the areas that need priority addressing are: 1. Intersection safety (underway) 2. better management of south bound traffic coming out of Te Puna Station Rd and Wairoa roading during peak traffic times. 3. extending the current planned northern link right through to Omokoroa. It is needed now, and will cost a lot less to do now than in the future. 4. Providing better public transport solutions for regular commuters and school students to reduce the number of vehicles traveling on the road during peak times. 5. Improving the roading conditions of the regularly used 'detour' routes so commuter times aren't significantly impeded. 6. Promote car pooling, even offering some form of incentive. In terms of the ranking of the prioritised activities in section 7, we'd like to see #6 W2T Waihi to Omokoroa and #11 W2T Omokoroa to Te Puna be given a higher priority. Thank you.

Other comments:

It would have been helpful to have some information sessions where we could come and ask questions informally about various aspects of the plan as there was quite a lot of confusion around the relationship between NZTA and BOPRC and WBOPDC and who plays what role and what the process is. If there were some, I must have missed them?? Didn't see anything in local papers or on social media. The plan document of 126 pages is quite weighty so being able to ask something a few simple clarifying questions would have been good.

Document submission

Thursday, 5 April 2018

Page 1225 of 1430

Submission ID	<input type="text" value="TPOL1680"/>
First name	<input type="text" value="Paul"/>
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Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="12A Fairview road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe that the Katikati Bypass, should be raised considerably in priority, I am a truck driver working out of Katikati, the level of traffic passing through the Town is past "dangerous" and the number of accidents in and around the Town are in large part , due to the delays , and considerable frustration, on the part of drivers passing through Katikati. This is not to mention the impact on the residents attempting to use their Town and its facilities. I think that the Authorities should look more closely at Katikati, and revise its importance in their Priorities. I have only lived in Katikati for 3 years, but am amazed at the increase in Traffic passing through the Town.

Other comments:

Document submission

Document submission name

Submission ID	TPOL1681
First name	Anne-Marie
Last name	Fouche
Individual or organisation	Individual
Organisation name	
Address 1	10c Westwood Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3177

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am concerned that a bypass at Katikati is given such a low priority (no 15). It should be one of the top priorities. Anybody living here knows the amount of heavy traffic going through Katikati makes it noisy, polluted and unsafe for pedestrians, and with an older population with slower reflexes and mobility, daunting to visit businesses in the main street. Our roads carry vehicles from the agricultural sector, like tractors, haymakers, packhouse trucks; schoolbuses, trades vehicles, numerous campervans and motorhomes which makes it very slow for people trying to get to work or go about their business. Around the holiday periods we are sometimes faced with queues of up to 6 kilometers just to enter town. Our productivity suffers because of the congestion. Ideally we need a dual carriageway through the Bay of Plenty to prevent slow vehicles (often no faster than 60 km/h on state highway 2) holding us all at ransom, but the bypass would at least relieve the pressure on our town. We need urgent attention to our traffic woes!

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	TPOL1682
First name	Ben
Last name	Warren
Individual or organisation	Individual
Organisation name	
Address 1	263 Lockington Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Further to the feedback and submissions provided over the past two years, the RTLP appears to be prioritised according to population mass and proposed growth areas over actual serious and current problem areas. Safety records on SH2 are poor. Fatalities and serious accidents are occurring because of the greater traffic numbers, aging population, poorer driving, uneducated drivers, overseas drivers and significantly mobile phone use whilst driving. The actual state of the road on SH2 is not significantly bad. Haven driven on it since 1986 and not had an accident, but having seen many, the RTLP group and NZTA have no choice but to put in further preventative measures. Widening the intersection areas where possible and a central barrier to avoid head on and crossing the centre line is the 2 basic solutions that need to be focused on. Other areas are minor compared to these two preventative measures. Priority on access to Omokoroa and protecting the health welfare and social benefits of Katikati are the next two major issues. A Katikati bypass is essential. Two items that should be in the top 5 of RTLP. With increasing highway size south of Katikati the congestion at the Northern end of BOP is already bursting, making it socially unpleasant, a health issue and dangerous to residents. KK would happily have a toll road put on a bypass to fund such a project and perhaps others in the district. Maybe a bit of foresight in giving ratepayers what they demand, and using proactive initiative to pay for it would resolve the issue sooner than later. Therefore the locals would not have to wait a further 75 years for something to happen. We disagree with the priority ranking of projects and believe this needs to be reassessed. Regards Ben Warren

Other comments:

NO COMMENT	
Document submission	
Document submission name	

Submission ID	TPOL1683
First name	Wendy
Last name	Caspersonn
Individual or organisation	Individual
Organisation name	
Address 1	20 Ruamoana Place
Address 2	Omokoroa
City/Town	Western Bay of Plenty
ZIP/Postal Code	3114

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 improvement project is an infrastructure project that will benefit the entire Bay of Plenty region. Currently this road is extremely dangerous given the speed restrictions(100 is too high) for this single lane road and the number of intersections along this highway. The volume of traffic has increased significantly with the population growth in the area. The high use of trucks for freight purposes adds to the danger. This road is not fit for purpose and almost weekly there is a major crash. In August 2017 the Automobile Association released an NZTA list of NZ most dangerous roads, SH2 Katikati to Tauranga topped this list. I urge the council to reprioritise this road to number one in importance and action taken to improve safety to begin. The traffic flow doubled between 1996 to 2016 so the road is no longer fit for purpose. Safety should be the highest order and immediate action is needed albeit just some speed reductions until the other safety aspects can be implemented.

Other comments:

NO COMMENT

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1685"/>
First name	<input type="text" value="Beat"/>
Last name	<input type="text" value="Murer"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="10c Westwood Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the Katikati bypass in the top 3 priorities. We have commercial vehicles, log trucks and delivery trucks going through our main street. It is too much for the road, it was never designed to take such volume. It is too much for the buildings, they vibrate when trucks pass through. The bypass will saved the town from becoming so polluted and congested that the inhabitants can't enjoy it anymore.

Other comments:

NO COMMENT

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1687"/>
First name	<input type="text" value="Julian"/>
Last name	<input type="text" value="Ryan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="99 Koutunui Road"/>
Address 2	<input type="text" value="Athenree, RD1"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1688"/>
First name	<input type="text" value="Stephen"/>
Last name	<input type="text" value="Parr"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="P O Box 444"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3140"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1690"/>
First name	<input type="text" value="Graham"/>
Last name	<input type="text" value="Ryan"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="99 Koutunui Rd"/>
Address 2	<input type="text" value="Athenree R D1"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1691"/>
First name	<input type="text" value="Pauline"/>
Last name	<input type="text" value="Hartshorne"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="172a Willoughby Road"/>
Address 2	<input type="text" value="RD 3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The proposed Katikati bypass has been dropped from priority to #15 on the list and should be reinstated to the top 5 urgently. The township of Katikati has only one main through road which is constantly clogged with both normal and heavy truck through traffic to the detriment of this fast growing town. The residents safety is put at risk every day and we see many accidents both here and on the road through to Tauranga on an almost daily basis. There is only one legal crossing in town (with lights) which control the traffic but in the weekends and holiday season the queues both from directions coming through the town can be banked up and/or stopped well out into the countryside. We live just north of the township and it is a very common sight to have the traffic well past our road waiting to get through. Young and old alike need to feel safe when out doing their daily business and to make it so we need the bypass most urgently. This is too important to ignore. Please please please reinstate the bypass back to the top 5 NOW. Thank you. Pauline Hartshorne

Other comments:

Document submission

Document submission name

Submission ID	TPOL1692
First name	Ross
Last name	Goodwin
Individual or organisation	Individual
Organisation name	
Address 1	187 Minden Rd
Address 2	R.D
City/Town	Tauranga
ZIP/Postal Code	3176

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Very concerned over the down grading in priority of the northern arterial road proposed safety and alignment as approved by the previous Government and Western Bay of Plenty Councils . The approved and proposed expansion in the Tauranga to Katikati area, especially in the case of the intention to establish Omokoroa as a dormitory town for the City of Tauranga must be regarded as an absolute priority as the stage 1 of the previous submission was intended , as stated by the roading managers of the time, at a meeting at the Te Puna Hall attended by myself and other residents inn 1993 - to be completed by 1997!! This was followed up with the government acquiring a significant amount of the land required for the project. The safety and we[l]-being of the growing population of this area should not be downgraded just to aid and abet the aspirations of the Port of Tauranga and the Waikato District Councils endeavours to provide better transport for the Te Rapa Industrial Estate by diverting the funding to S.H 29 (an area where very few residents reside in comparison) .

Other comments:

NO COMMENT

Document submission

Document submisison name

Submission ID	TPOL1694
First name	Phil
Last name	Hannagan
Individual or organisation	Individual
Organisation name	
Address 1	13B Stokes Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati Bypass MUST become a higher priority than where it is now. People have died because of the heavy traffic flowing through Katikati township. People are suffering adverse health effects from exhaust pollution in Katikati. Do you want other deaths to occur while YOU prioritise cycleways and bus services? Please stop delaying this project and others that are causing deaths. Put people's lives first.

Other comments:

Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1695"/>
First name	<input type="text" value="Peter"/>
Last name	<input type="text" value="Gavin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="63"/>
Address 2	<input type="text" value="Lynley Park Drive"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

There are safety improvements needed already for the Te Puna to Katikati Rd. With the traffic density set to increase around 10% per year short term plans need to be made now. The Omokoroa SH2 corner also needs a reduced speed area to reduce accidents now, and to cope with the increased SH2 and Omokoroa Rd traffic density.

Other comments:

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1696"/>
First name	<input type="text" value="Nicola"/>
Last name	<input type="text" value="Raeburn"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="76 Omokoroa Road"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3114"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

What is the "magic number" of deaths that we need to reach to finally prompt action into improving SH2 safety? I assumed that officially being the most dangerous road in the country would be enough, but clearly not. This should take priority over every other project and commenced immediately. What are you waiting for?

Other comments:

I am disgusted with the lack of action on SH2, someone needs to grow a backbone, stop blaming everyone else and get the job done.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1697"/>
First name	<input type="text" value="Melissa"/>
Last name	<input type="text" value="Clarke"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="1197 State Highway 2 Whakamarama RD2"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="TAURANGA"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Needs to be done NOW!!! too many lifes 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.

Other comments:

Yes get it Done simple as that!!!

Document submission

Document submisison name

Submission ID	TPOL1698
First name	Elizabeth
Last name	Cave
Individual or organisation	Individual
Organisation name	
Address 1	393 Hot Springs Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want improvements to SH2 to be in the top 5 in priority. This highway is very high risk. From April there is the added volume of the kiwi fruit harvest - meaning slow moving tractors with trailers full of fruit, plus seasonal workers unfamiliar with the roads and huge trucks traveling between orchards and packhouses.

Other comments:

No

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1699"/>
First name	<input type="text" value="Kenneth Russell"/>
Last name	<input type="text" value="Woods"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="176 Woodland Rd"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I believe we need our bypass well before the cycle track that is higher up on the list. We have been living in Katikati since 1989 and were told back then the bypass will be done in 10 years, 29 years and still waiting.

Other comments:

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1700
First name	Neil
Last name	Blackstock
Individual or organisation	Individual
Organisation name	
Address 1	11 Links View Drive
Address 2	Omokoroa
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

My submission on the draft BOP regional Land Transport Plan 2018. Some years ago the Western Bay of Plenty District Council calculated the population growth in Omokoroa was going to increase dramatically in the future and so wnet about teh sewage scheme to Tauranga to cater for that increase in Population. It has been weel known for many years that Tauranga and surrounds are a popular retirement destination. Now with the sewage taken care of, little thought was made on the balance of the infrastructure on how to meet demand with the increased residents. Having lived in the Tauranga to Katikati area for the past 15 years (approx) it has not been hard to see the incremental increase in population and car movement on the State Highway. Given that the road is also used by Trucks, Tractors, agricultral vehicles serviceing Kiwifuit and avocado growers, farmers, lifestyle block owners. All these vehicles use the road, many at different speeds ie Tractors, sprayers, hedge trimmers. Many others drive at 80km causing a backlog of traffic. The state highway is unusual in that there are very few parralel roads which residents can use to avoid the State highway. Having travelld this road almost daily to Tauranga, the voilume of traffic has increased dramatically in both North and South directions, both Morning and Night. Commuters are leaving earlier and earlier to avoid congestion. Acase in point is the Te Puna Station Road/ State Highway interesctionat Wairoa Bridge. The amount commuters who bypass the main road and take alternatives such as Snodgrass Road and Te Puna road only create an excessive backlog of traffic, once on the Wairoa Bridge traffic flow increases, to that point is stalls. What is the economic impact of the daily commuter sitting in their vehicles for half an hour or more each morning at nearly a standstill. Turning off into the various sideroads is dangerous because there is insufficient braking distance to turn in safely with trucks and other commuters on the road. The increase of orange sticks in the center of teh road only causes more visual polution an distraction to road users, epecially those turning into Omokoroa. The safety improvements barely allow anyone to pull to teh side of the road in safety. The many many road signs are a hazard making motorists take there eyes of the road to see what the signs say. There are to few speed limit signs. General advertising signs are few in comparison to roading signs. The road on the whole is safe if you take away all of the road sign distractions. However the volume of motorists, the poor side road access and exits, the dangerous cones, wire ropes and passing lane design make this road te killer it is. Dont put police spped guns on the flying mile. It is one of the more visual places to pass. More motorist's make hasty decisions on this road than others I can comment on. Why? It is poorly designed, overused and overtaken with distracting signage. The speed limit is adequate if people can use it. There are to many people who go to slow. What is the average speed from omokoroa to Tauranga in the morning. I would confidently say under 50Km. Please four lane the road the cost/benefit ratio must be in our favour, provided side issue are not taken into account. The side issues will fix themselves. I would like to see 20 plus years of posturing come to being now, not in another 20 years with how many lives lost. Consider your families and friends using this road.

Other comments:

Kia kaha. stand tall and proud and make the right decision now. Think of the future generations in our beautiful BOP

Document submission

Submission ID	TPOL1701
First name	Dianne
Last name	Shaw
Individual or organisation	Individual
Organisation name	
Address 1	28 Holyoake Terrace
Address 2	
City/Town	Omokoroa
ZIP/Postal Code	3114

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

SH2 is the primary State Highway through the Bay of Plenty and is an infrastructure project which would benefit the entire region. The current road west of Tauranga City is predominantly one lane in each direction from Bethlehem to Waihi. There are many hazardous intersections, blind crests and summits, ditches, and narrow shoulder sections. The SH2 corridor is used by long-distance, regional and local freight trucks. It is used by vehicles bound for Port of Tauranga including kiwifruit, avocado and log exports. It is used by commercial and private/light goods traffic. It is used by peak-hour commuters and school traffic in ever-increasing numbers. It is used by people of all ages as a local, regional, and national road because it is the only option. 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. SH1N from Kawakawa to Springs Flat had 14 deaths, 41 serious injuries and 133 minor injuries. The remaining eight positions in the top ten had between one and three deaths, between four and 19 serious injuries, and between 25 and 60 minor injuries. For the sake of comparison - on the 15km stretch of SH2 between Tauranga and Omokoroa between 1998 and 2003, there were 8 deaths, 7 serious injury crashes, 14 minor injury crashes and 38 non-injury crashes. That's according to a Bay of Plenty Times news article at the time by Graham Skellern, Yvette Wakelin and Anna Bowden, quoting Transit NZ. As the traffic flow doubled from 1996 to 2016, so has the number of deaths on this road. SH2 Katikati to Tauranga has overloaded already, yet groundwork is underway for hundreds of additional local dwellings at this present time particularly in Omokoroa's designated Special Housing Area and in Katikati. The volunteer firefighters, emergency medical fire responders and St John paramedics do an exceptional job for which they are to be commended as our community is incredibly grateful. However, they are called upon too often to attend motor vehicle accidents in which people have died or been seriously injured. Among the accident factors are combinations of speeding, alcohol, drugs, driver inattention such as mobile phone use, impatience or risky decision-making behaviours at intersections and overtaking lanes, and car impact safety standards. But consider the changes made at SH2 at Maramarua in recent years. The safety rating, traffic volume, old intersection designs and inappropriate speed limit of SH2 are also contributing factors to these accidents. Blame-free people are among those being affected by all of the above. 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. The interim safety measures are widely regarded by the community as a distraction or box-ticking exercise and provide no protection from a potential 200kph head-on collision. NZTA traffic flow records are appended to the end of this submission. 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 Omokoroa 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. I formally request to speak to my submission at the planned hearings. Signed, Dianne Shaw

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1702"/>
First name	<input type="text" value="Rob"/>
Last name	<input type="text" value="armstrong"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="173 Tetley Road"/>
Address 2	<input type="text" value="Katikati"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the katikati bypass elevated from a priority in the top 15 to the top 5. I believe it would benefit the region as a whole from a business point of view. There are too many hold ups in town with congested traffic trying to leave and lorries coming through town having to stop every few minutes to let people cross. Its a nightmare. I lived in south Auckland and had to travel to manukau every day in rush hour and it was not as bad as this is here. Its a disgrace.

Other comments:

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1703
First name	mark
Last name	bradley
Individual or organisation	Individual
Organisation name	
Address 1	104 turntable hill rd
Address 2	
City/Town	rd4 katikati
ZIP/Postal Code	3181

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

we travel this road a few times a day. in the last 8 years since we have moved to the area the traffic on this road has increased tenfold. and it is going to get busier with all of the developments etc in the area. The main street is very congested and with the angle parking it is extremely difficult to exit parking safely One pedestrian crossing ? we believe the bypass should be elevated to the top 5 priority not priority 15

Other comments:

no

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1704"/>
First name	<input type="text" value="Robert"/>
Last name	<input type="text" value="Hoggard"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="44 Levley Lane"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="KATIKATI"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have been a resident in Katikati for many years and have become alarmed at the huge increase in road traffic between Waihi and Tauranga. Katikati has become a bottle-neck and on many days, especially during summer, streams of barely-moving traffic can be encountered stretching several kilometres both sides of the town. Obviously this problem will only get worse. Katikati desperately needs a bypass and this urgency should be reflected in the Regional Project List -certainly in the top five. I am also very concerned about the state of the highway, especially between Katikati and Tauranga where the number of accidents speaks for itself. Obviously it would be an enormous project to carry out all the desirable improvements, so as an interim measure, I would like to see the speed limit reduced to 90kmp.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1705"/>
First name	<input type="text" value="Beth"/>
Last name	<input type="text" value="Wright"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="7 Palm Beach Boulevard"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Papamoa"/>
ZIP/Postal Code	<input type="text" value="3118"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Free buses for kids to school & better public transport from Papamoa to various locations in TGA ie. Welcome Bay, Windermere...

Other comments:

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1706"/>
First name	<input type="text" value="jamie"/>
Last name	<input type="text" value="mascall"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="46 Martray rd"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="KATIKATI"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I want the katikati bypass elevated from priority 15 to a top 5 priority because the large volume of vehicles and the amount of large trucks traveling through the township has made it very unsafe for pedestrians and vehicles using kk township.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1707
First name	Alison
Last name	Jeffcoat
Individual or organisation	Individual
Organisation name	
Address 1	31 Uretara drive
Address 2	-
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I have lived in Katikati for over 40 years and am disappointed that 30 years ago we were around the 15th on the list to do the by-pass, so we have come no further on the list in 30 years so what have we been waiting for. The traffic in this time has quadrupled and now especially Friday afternoon and holidays we are unable to get out onto state highway 2 this problem will be compounded shortly with the subdivision at the beginning of Highfields nearing completion. The traffic backs up approximately 5 km each side of Katikati, several times the traffic department have found it necessary to put up a sign on the Tuapiro straight excusing the wait they are experiencing. The heavy traffic through our busy little town is treacherous, it is such a shame we have to have fatality to go up on the list when this is a fix that has to happen at some stage and considering you already own 90% of the land it might as well be now nothing will be getting cheaper.

Other comments:

not at this stage

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1708"/>
First name	<input type="text" value="Peter"/>
Last name	<input type="text" value="Sherwin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="95 Elmwood Road, RD2"/>
Address 2	<input type="text" value="Aongatete"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I would like to see the W2T Katikati Urban (previously Katikati Bypass) given higher priority. Currently the road through the townships can lead to traffic build up and delays of up to an hour. Add to this inconvenience and associated cost, the safety aspect of high volumes of cars and trucks in a narrow urban street.

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1709"/>
First name	<input type="text" value="Liam"/>
Last name	<input type="text" value="Vander drift"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="127 Waitaha rd welcome bay"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Something needs to get done it's getting ridiculous it gets back up right to the bottom of Waitaha road because of this issue

Other comments:

Document submission

Document submission name

Submission ID	TPOL1710
First name	allan
Last name	evans
Individual or organisation	Individual
Organisation name	
Address 1	6 Mulgan Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

To the land transport plan; Katikati bypass , question why has this project been put down to #15 on your works program, I have lived in katikati since 1958 and the bypass was talk about then and here we are 2018 and still been talked about, What is it going to take to get this project underway more congestion, more fumes, more impatient drivers, to the state where people wont even stop to shop in this town of ours, what a pitty we have a lovely town and the promises of a bypass seemed to be shelved ounce again, what is it going to take to get this project underway, no business and or no people to stop and shop in this town, What a disaster this will have on the town, I feel so sorry for the shop keepers trying to make a living from the passing public which don't even stop anymore because of the noise, fumes, impatient drivers and the one set of traffic lights, So why did we have thoses council meetings to finally get the bypass approved and all that planning that was done, I hope this was not paid for out of rate payers money; One very concerned rate payer; thank you; Hope something can be done very soon; After all these years of promises I think it is time for action the sooner the better thank you;

Other comments:

No not at the moment; main concern is the Katikati bypass;[when]

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1711"/>
First name	<input type="text" value="Janefrey"/>
Last name	<input type="text" value="Goldfinch"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="112Lockington Rd. RD4"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am concerned at the amount of heavy traffic that goes through Katikati. This is a small community trying to cope with noisy logging trucks and large trucks with trailers all on their way to the port of Tauranga. As a retired citizen it is hard to safely back out of parking spaces in the township due to so much traffic. I have lived in Katikati for six years and am extremely aware of the huge increase of traffic in that period of time. I was also outside the Hammer Hardware shop when an elderly woman was killed when she tried to cross the street on her mobility scooter and using a safety zone on the island opposite the Hammer Hardware. This was about four years ago. This was very distressing for me to witness. I would like the Bypass to be elevated from priority 15 to a priority in the top 5. Janefrey Goldfinch

Other comments:

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="TPOL1712"/>
First name	<input type="text" value="Christine"/>
Last name	<input type="text" value="Moore"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 Preston Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The Katikati bypass Project priority must be raised from 15 to the top 5. It is unacceptable that the congestion and frustration experienced by locals and visitors alike due to SH2 passing through the CBD is allowed to continue. The queuing that occurs at busy times of the year, the heavy traffic noise and large vehicles going through our town must stop. The bypass must be seen as an urgent priority and not of lessor importance than a cycleway! What are you in council thinking?

Other comments:

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL1713"/>
First name	<input type="text" value="Shane"/>
Last name	<input type="text" value="Rutherford"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="237F Busby Rd"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

I am commenting about the proposed Katikati bypass. As I understand it, it currently racked with a priority of 15. It is my strong belief that it should have a much higher priority, at least within the top 5. The volume of traffic passing through Katikati is very high, particularly over the summer months. Far higher than a town such as the size of katikati can cope with. The safety issues related to the higher traffic volume are also getting worse. Attempting to turn from side roads onto SH2 is often a frustrating and dangerous endeavour. I have personally witnessed numerous "near misses" as cars try to get onto SH2 from side roads and driveways against the huge volume of traffic on SH2. The Bay of Plenty is one of the fastest growing regions within New Zealand and it is quite ridiculous that SH2 is the only road from Waihi to Tauranga and is only a single lane (each way) road. Within the last year there have been two occasions when accidents have forced the road to close and people have been detoured more than 160 km to get from the Western bay to Tauranga, or wait the 3-4 hours before the road was cleared. As you can imagine, this is hugely inconvenient. I don't go to Tauranga very often, perhaps once a week and yet even with my infrequent trips, I have come across two accident related delays. For those who live in the western bay and travel to Tauranga often their experiences must be much worse. The traffic problem in the western Bay of Plenty and in Katikati specifically is only going to get worse!! It is imperative that this issues get sorted once and for all. No more delays!!! Lets get the bypass underway!!

Other comments:

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	TPOL1714
First name	bryan
Last name	duffin
Individual or organisation	Individual
Organisation name	
Address 1	183 Hollister Lane
Address 2	Ohauti
City/Town	Tauranga
ZIP/Postal Code	3112

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

It's incredible how slow. Poor planning with no vision

Other comments:

Document submission

Document submission name

Submission ID	TPOL1715
First name	Desmond
Last name	Hobbs
Individual or organisation	Individual
Organisation name	
Address 1	242 Lindemann Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

Thank you for the chance to submit to the Draft RLTP 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% SH2 I believe there has been a strategic lack of investment in SH2 Mangatarata to Tauranga, in the last 10 years with funds being diverted to the Waikato Expressway project. During that time 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 with no other alternative route. I strongly recommend that the Top 5 Priorities for the Region include the upgrading of SH2 W2T; including Safety Improvements from Waihi to Tauranga with a centre barrier on as much of the road as possible, the Katikati Bypass and Omokoroa intersection including 4-lanes from Omokoroa to Te Puna to link into the Tauranga Northern Link. Upgrading this strategically important road is of the utmost importance, to drastically reduce the DSI's particularly, and properly service the rapidly growing populations in Katikati, Omokoroa and Te Puna. Katikati Bypass On the particular issue of the Katikati Bypass, I strongly support this because the current Katikati community and past Katikati community's dating back to 1949 have been patient, they have been consulted by and have waited for NZTA to prioritise action towards the recognised danger of the heavy traffic flow through the town. Many community members have dedicated years of their life to try to persuade the 'powers that be' to build a road around the town so the community can have their town back, for them to enjoy. Construction was almost approved in the 1990's, only to have the opportunity ripped away. Many long-time residents now have a sense of hopelessness that amounts to Bypass fatigue, having completely lost any faith in Regional Council or NZTA to ever act in the best interests of Katikati. I cannot imagine the devastating effect of the road on the town in 10 years time with another 200 homes being built in the town in the next 2-3 years with a probable 2 cars per home, the often used phrase 'I'm a prisoner in my own town' will indeed be a constant reality. Businesses that should have thrived have failed repeatedly over the years and quality retail and

hospitality is not an option with a town Centre that feels like a heavy industrial environment. The increasing pollution of the town Centre is a public health issue with particulates and noxious gases having a harmful effect on people who work in there, along with the noise from the trucks in particular (at least 2 every minute of every day) and with stormwater from the Main Street flowing directly into the Uretara River there is constant pollutants entering the waterway. Building the Katikati Bypass is a matter of social justice and shouldn't be delayed any further. Please prioritise the Katikati Bypass in the Top 5 projects for the region.

Other comments:

Please support Katikati community's right to a vibrant and quality town Centre for the wellbeing of all. Please prioritise the katikati Bypass in the Top 5 Projects.

Document submission

Document submission name

Submission ID	<input type="text" value="TPOL1716"/>
First name	<input type="text" value="Pauline"/>
Last name	<input type="text" value="Hartshorne"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="172a Willoughby Road"/>
Address 2	<input type="text" value="RD 3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3170"/>

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The bypass for Katikati has slipped down the list and should be reinstated in the top 5. This town is growing extremely quickly and needs the bypass to ensure that the community can continue to grow in a safe manner which it cannot do with the traffic volumes growing each year. There is only one legal crossing in the town and several refuges but with many elderly and now younger families settling here we need to ensure the town is not clogged constantly with out of town traffic (including a high volume of big truck and trailer units) and holiday traffic. We live just north of Katikati and find the traffic backed up to our road regularly - often stopped but usually a crawl governed by the traffic lights being used in town. The drive through to Tauranga is bad enough (and getting worse each year) and the frustrations for motorists is always high but the extra traffic through the town sees many loosing their rag at the simplest things which would not happen if those who don't wish to stop here can go by without crawling through the main road in the town. We urgently need the bypass please reinstate it NOW! Signed Pauline Hartshorne's

Other comments:

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	TPOL1717
First name	Pauline
Last name	Hartshorne
Individual or organisation	Individual
Organisation name	
Address 1	172a Willoughby Road
Address 2	RD 3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak
No

Comments/feedback, particularly Ch 3 and Ch 7:

The proposed Katikati bypass has been dropped from priority to #15 on the list and should be reinstated to the top 5 urgently. The township of Katikati has only one main through road which is constantly clogged with both normal and heavy truck through traffic to the detriment of this fast growing town. The residents safety is put at risk every day and we see many accidents both here and on the road through to Tauranga on an almost daily basis. There is only one legal crossing in town (with lights) which control the traffic but in the weekends and holiday season the queues both from directions coming through the town can be banked up and/or stopped well out into the countryside. We live just north of the township and it is a very common sight to have the traffic well past our road waiting to get through. Young and old alike need to feel safe when out doing their daily business and to make it so we need the bypass most urgently. This is too important to ignore. Please please please reinstate the bypass back to the top 5 NOW. Thank you. Pauline Hartshorne

Other comments:

No please just get it sorted	
Document submission	
Document submission name	

Submission ID	<input type="text" value="TPOL1718"/>
First name	<input type="text" value="Brian"/>
Last name	<input type="text" value="Miller"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="24 Morton Road"/>
Address 2	<input type="text" value="Aongatete"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

I have lived in the Katikati area for over 40 years, including 10 years when I travelled twice daily on this road. The road has changed over this time from a bushy little windy hilly country road to an over crowded dangerous overstretched road, still equally windy and hilly apology for a highway and not coping. The road was designed and built between 1900 and 1920 being intended for pedestrians, horse with the occasional horse and cart and traction engines. It did not matter that it climbed and dipped over 30 odd streams and rivers with fifty plus side roads joining in at often crazy places. Over the past one hundred there have been occasional "improvements" but it was never going to be possible to make a silk purse from a sows ear. This road State Highway 2 from Katikati to Tauranga must go. It is a tired museum piece that should be mothballed. Sections could be reopened as a valuable tourist attraction for horse and cart rides in the future. In the meantime reducing the speed restriction to say 60 kph may help with current safety issues but very often this speed limit is self imposed by the traffic density even in the middle of the day. Similarly passing lanes are a white elephant: why pass a car or truck when you know there will be long lines of traffic on a narro, twisting road just ahead. Having read the thorough SH2 analysis completed for the Draft Plan, I am left thinking this is very good. Further over-analysis such as accident type, time of day, car age, road gradient, driver age, gender etc could be gathered but this would pointlessly delay what is already a very serious problem with ongoing complex outcomes that need addressing right now. The analysis clearly shows this and there is no other logical conclusion than immediate construction of a four lane highway from Tauranga to Katikati. This should be top priority. I would like to comment further on the "corridors and networks plan", the benefits of my suggestions and the funding but have run out of space and I will post these into you.

Other comments:

Document submission

Document submisison name

Submission ID	TPOL1719
First name	Kelvin
Last name	O'Hara
Individual or organisation	Individual
Organisation name	
Address 1	540 SH 33
Address 2	RD 9,
City/Town	TePuke
ZIP/Postal Code	3189

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission

Document submission name

Submission ID	<input type="text" value="EM1"/>
First name	<input type="text" value="Bill"/>
Last name	<input type="text" value="Wasley"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="SmartGrowth Leadership Group"/>
Address 1	<input type="text" value="PO Box 381"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM1 SmartGrowth Leadership Group"/>

Submission ID	<input type="text" value="EM2"/>
First name	<input type="text" value="Michelle"/>
Last name	<input type="text" value="Murray"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Eastern Bay Primary Health Alliance"/>
Address 1	<input type="text" value="PO Box 664"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Whakatane"/>
ZIP/Postal Code	<input type="text" value="3158"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM2 Eastern Bay Primary Health Alliance"/>

Submission ID	<input type="text" value="EM3"/>
First name	<input type="text" value="Rowan"/>
Last name	<input type="text" value="Little"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Rotorua Regional Airport Limited"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM3 Rotorua Regional Airport Limited"/>

Submission ID	<input type="text" value="EM4"/>
First name	<input type="text" value="Ian"/>
Last name	<input type="text" value="Mearns"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="TKL Logistics Limited"/>
Address 1	<input type="text" value="PO Box 14134"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM4 TKL Logistics Limited"/>

Submission ID	<input type="text" value="EM5"/>
First name	<input type="text" value="Francis"/>
Last name	<input type="text" value="Pauwels"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Toi-EDA Eastern Bay of Plenty Economic Development"/>
Address 1	<input type="text" value="PO Box 349"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Whakatane"/>
ZIP/Postal Code	<input type="text" value="3158"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM5 Toi-EDA Eastern Bay of Plenty Economic Development Agency"/>

Submission ID	<input type="text" value="EM6"/>
First name	<input type="text" value="Allan"/>
Last name	<input type="text" value="Sole"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Waihi Beach Community Board"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM6 Waihi Beach Community Board"/>

Submission ID	<input type="text" value="EM7"/>
First name	<input type="text" value="Jo"/>
Last name	<input type="text" value="Wills"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Sustainability Options"/>
Address 1	<input type="text" value="24 Louise Drive"/>
Address 2	<input type="text" value="Ohauti"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3112"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM7 Sustainability Options"/>

Submission ID	EM8
First name	Dan
Last name	Kneebone
Individual or organisation	Organisation
Organisation name	Port of Tauranga Limited
Address 1	Private Bag 12504
Address 2	Tauranga Mail Centre
City/Town	Tauranga
ZIP/Postal Code	3143

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	ATTACHMENT CONTAINS CONTENT
Document submission name	EM8 Port of Tauranga Limited

Submission ID	<input type="text" value="EM9"/>
First name	<input type="text" value="Charles"/>
Last name	<input type="text" value="Sturt"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text" value="Councillor - Rotorua Lakes Council"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

And where is Mitai to the roundabout at ngo on sh5 and 36. Come and have a look 9.00am and 3.00 pm daily Cr Charles Sturt

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM10"/>
First name	<input type="text" value="John"/>
Last name	<input type="text" value="Watt"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="11 First Avenue"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM10 John Watt"/>

Submission ID	EM11
First name	Hugh
Last name	Vercoe
Individual or organisation	Organisation
Organisation name	Waikato Regional Council Transport Committee
Address 1	Private Bag 3038
Address 2	Waikato Mail Centre
City/Town	Hamilton
ZIP/Postal Code	3240

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	ATTACHMENT CONTAINS CONTENT
Document submission name	EM11 Waikato Regional Council Transport Committee

Submission ID	<input type="text" value="EM12"/>
First name	<input type="text" value="Malcolm"/>
Last name	<input type="text" value="Ford"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="17 Sedgemoor Lane"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katiakti"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the bumper to bumper traffic from Omokoroa to Bethlehem every morning, in ten years time it will be bumper to bumper from Katikati to Bethlehem

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM13"/>
First name	<input type="text" value="Nikki"/>
Last name	<input type="text" value="Johnson"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="New Zealand Kiwifruit Growers Inc"/>
Address 1	<input type="text" value="PO Box 4246"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Mount Maunganui South"/>
ZIP/Postal Code	<input type="text" value="3149"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM13 New Zealand Kiwifruit Growers Inc"/>

Submission ID	EM14
First name	Maleta
Last name	Knight
Individual or organisation	Organisation
Organisation name	Welcome Bay Transport Forum
Address 1	
Address 2	
City/Town	
ZIP/Postal Code	

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	ATTACHMENT CONTAINS CONTENT
Document submission name	EM14 Welcome Bay Transport Forum

Submission ID	EM15
First name	Glen
Last name	Crowther
Individual or organisation	Organisation
Organisation name	Sustainable Business Network
Address 1	PO Box 106983
Address 2	
City/Town	Auckland
ZIP/Postal Code	1143

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	ATTACHMENT CONTAINS CONTENT
Document submission name	EM15 Sustainable Business Network

Submission ID	<input type="text" value="EM16"/>
First name	<input type="text" value="Jeff"/>
Last name	<input type="text" value="Fletcher"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Te Tumu Landowners Group"/>
Address 1	<input type="text" value="PO Box 13428"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3141"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM16 Te Tumu Landowners Group"/>

Submission ID	<input type="text" value="EM17"/>
First name	<input type="text" value="Hayley"/>
Last name	<input type="text" value="Robertson"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Toi Te Ora Public Health"/>
Address 1	<input type="text" value="PO Box 2120"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3140"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM17 Toi Te Ora Public Health"/>

Submission ID	EM18
First name	Laurie
Last name	Andrews
Individual or organisation	Individual
Organisation name	
Address 1	
Address 2	
City/Town	
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

I WISH TO MAKE THIS WRITTEN SUBMISSION ON THE FUTURE OF PUBLIC TRANSPORT IN THE TAURANGA AREA,,,,,,,,,,,,,WE [THE PEOPLE] AT THE PRESENT MOMENT, HAVE A VERY CONGESTED ROAD TRANSPORT SYSTEM,, MORE SO BETWEEN THE PEAK HOURS OF 7.00AM TO 9.00 AM AND 4.00PM TO 6.00PM,, THIS SITUATION IS ONLY GOING TO GET WORSE AS THE POPULATION INCREASES,,YET THE ALTERNATE ANSWER IS THERE ALL THE TIME,,RAIL,,WE HAVE AN ALREADY BUILT TRANSPORT CORRIDOR IN PLACE, ONE FROM THE NORTH AND ONE FROM THE SOUTH,,,USE IT,,THESE CORRIDORS ARE UNDER UTILISED THROUGH THE DAY ESPECIALLY AT PEAK TRAFFIC TIMES,, A STATION IS ALREADY THERE AT TE PUKE,, AND ANOTHER COULD BE BUILT AT APATA,,OTHER SMALL STATIONS COULD BE BUILT AT OTHER LOCATIONS INBETWEEN,, THESE OF COURSE WOULD HAVE TO HAVE SUFFICIENT CAR PARKS ,,THIS COULD BE DONE AT MINIMUM COST,,,AS FOR THE ROLLING STOCK,,,ADAPT PASSENGER BUS CHASSIS TO SUIT RAIL GAUGE,,, THIS WAS DONE 30 YEARS AGO AND IS ALSO BEEN USED IN OTHER PARTS OF THE WORLD,,RAIL PATRONAGE IN AUCKLAND IS GOING THROUGH THE ROOF ,, IT CAN ONLY DO THE SAME HERE,, AND HELP TAKE SOME CONGESTION OFF OUR ROADS.. I BELIEVE THAT IN THE NOT TOO DISTANT FUTURE THERE WILL BE A RAIL PASSENGER LINK BETWEEN TAURANGA, HAMILTON,,AND AUCKLAND ,, [THE GOLDEN TRIANGLE] MAYBE AT THAT TIME SOME CONSIDERATION SHOULD BE GIVEN TO WHAT I SUGGEST,,,,,,,,,,,,,L J ANDREW,,, X AREA CONSTRUCTION MGR,,,,,,NZR

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM19"/>
First name	<input type="text" value="Parekawhia"/>
Last name	<input type="text" value="Maclean"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="New Zealand Transport Agency"/>
Address 1	<input type="text" value="PO Box 13-055"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3141"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM19 New Zealand Transport Agency"/>

Submission ID	<input type="text" value="EM20"/>
First name	<input type="text" value="Chris"/>
Last name	<input type="text" value="Reynolds"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Omokoroa"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM20 Chris Reynolds"/>

Submission ID	<input type="text" value="EM21"/>
First name	<input type="text" value="Mark"/>
Last name	<input type="text" value="Wassung"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="PO Box 4237"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Hamilton East"/>
ZIP/Postal Code	<input type="text" value="3247"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM21 15 documents in support of submission - all start with EM21-Mark-Wassung-Taur"/>

Submission ID	EM22
First name	Fiona
Last name	McTavish
Individual or organisation	Organisation
Organisation name	Bay Of Plenty Regional Council
Address 1	5 Quay Street
Address 2	PO Box 364
City/Town	Whakatane
ZIP/Postal Code	3158

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	ATTACHMENT CONTAINS CONTENT
Document submission name	EM22 Bay Of Plenty Regional Council

Submission ID	<input type="text" value="EM23"/>
First name	<input type="text" value="Joyce"/>
Last name	<input type="text" value="Louis"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="15/8 Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM24"/>
First name	<input type="text" value="Stan"/>
Last name	<input type="text" value="Gregec"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Tauranga Chamber of Commerce"/>
Address 1	<input type="text" value="PO Box 414"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM24 Tauranga Chamber of Commerce"/>

Submission ID	<input type="text" value="EM25"/>
First name	<input type="text" value="Richard"/>
Last name	<input type="text" value="Comyn"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Te Puna Heartland (Inc)"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM25 Te Puna Heartland (Inc)"/>

Submission ID	<input type="text" value="EM26"/>
First name	<input type="text" value="Tony"/>
Last name	<input type="text" value="Bonne"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Whakatane District Council"/>
Address 1	<input type="text" value="Private Bag 1002"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Whakatane"/>
ZIP/Postal Code	<input type="text" value="3158"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM26 Whakatane District Council"/>

Submission ID	<input type="text" value="EM28"/>
First name	<input type="text" value="Jean-Paul"/>
Last name	<input type="text" value="Thull"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Whakamarama"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3180"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM28 Jean-Paul Thull"/>

Submission ID	<input type="text" value="EM29"/>
First name	<input type="text" value="E C"/>
Last name	<input type="text" value="Williams"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="21 Francis Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM30"/>
First name	<input type="text" value="Fay and Neil"/>
Last name	<input type="text" value="Bullivant"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="7 Cresta Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Harbour Park"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I think its about time we had a bypass in Katikati. We came here to live in 1980. They were talking about a bypass then, we still wait. It's very hard trying to pull out of carparks with all the traffic. Hope to see progress soon.

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	<input type="text" value="EM31"/>
First name	<input type="text" value="James"/>
Last name	<input type="text" value="A'Bear"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="24 Roretana Drive"/>
Address 2	<input type="text" value="Athenree"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3177"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the idea that an 'improved' road Auckland Tauranga via Matamata would reduce traffic - not so!! 90,000 vehicles per day and increasing - more people more cars. Be aware, any road closure between Apata-Athenree. One either waits, or forced to take Kaimai or Paeroa route. Where possible reduce bottle necks, allowing traffic to flow more freely. Does money allocation influence your decision?

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM32"/>
First name	<input type="text" value="John and Raewyn"/>
Last name	<input type="text" value="Bourke"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="307 Wainui South Road"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Document submission

Document submission name

Submission ID	<input type="text" value="EM33"/>
First name	<input type="text" value="Joyce"/>
Last name	<input type="text" value="Turner"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Turner Road"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about huge tailbacks of traffic between Katikati and Tauranga that is happening any day and particularly in holiday periods. I have seen traffic backed up from Katikati to Work Road in December, Traffic volumes are to high now. To put this road work on hold for so long is ridiculous and dangerous.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM34"/>
First name	<input type="text" value="Ines"/>
Last name	<input type="text" value="Shaw"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Binnie Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the traffic congestion at any time of the week 7am - 6pm trying to get in our out of Beach Road onto the main road traffic going either north or south. The amin worry is the amount of trucks going through Katikati. A bypass is badly nedded ASAP!!!

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	<input type="text" value="EM35"/>
First name	<input type="text" value="Jeanette"/>
Last name	<input type="text" value="Baskerville"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="203 Lockington Road"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. 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. Katikati has grown with more and more houses with people moving. The road I live on is very dangerous to try to turn right to Tauranga. My heart is in my mouth every day. I have to go not only at 7am but 4pm.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM36"/>
First name	<input type="text" value="John"/>
Last name	<input type="text" value="Richardson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="56 Highfields Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the delay as the town is a dangerous place for both people and traffic and a 10 YEAR delay would just about put the town at standstill and people will be hurt or even killed.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM37"/>
First name	<input type="text" value="Noeline"/>
Last name	<input type="text" value="Blyth"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="7 Athenree Road"/>
Address 2	<input type="text" value="RD1"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the pollution of our main street. There can be up to 4 or 5 large trucks waiting at the pedestrian crossing and the fumes are shocking. Also it is impossible to cross the street or get your car out.

Document submission

Document submission name

Submission ID	<input type="text" value="EM38"/>
First name	<input type="text" value="Priscilla Letitia"/>
Last name	<input type="text" value="Olivier"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="55 Malta Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM38 Priscilla Letitia Oliver"/>

Submission ID	<input type="text" value="EM39"/>
First name	<input type="text" value="LR & R"/>
Last name	<input type="text" value="McGrath"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="78 Elmwood Road"/>
Address 2	<input type="text" value="Aongatete RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the incredible high accident & death toll on SH2 in the Katikati area. The congestion and danger of entering the Katikati town centre from the heavy traffic flowing through there. My comment: to get the other side of the road you must be born there! It's impossible.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM40"/>
First name	<input type="text" value="Laura"/>
Last name	<input type="text" value="Pollock"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="29A Tui Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the number of injuries and deaths on this supposedly "highway" are unforgiveable. The blame must surely fall on Central Government and The BOP REGIONAL COUNCIL. Have you ever tried to get onto SH2 from a side road?

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM41"/>
First name	<input type="text" value="Margaret"/>
Last name	<input type="text" value="Earnshaw"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="42 Beach Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned that elderly people crossing the street when some drivers don't stop at the red light. Diesel fumes as so many trucks pass through.

Document submission

Document submission name

Submission ID	<input type="text" value="EM42"/>
First name	<input type="text" value="Peter"/>
Last name	<input type="text" value="Jerram"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="15 Polley Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about ...delays to traffic when pedestrian crossing in use. Air pollution from large diesel trucks. Closure of SH2 due to flooding at Uretara Bridge. Further delays in freedom of access to our main shopping area and negative attitude to further development for the benefit of a rapidly increasing number of residents.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM43
First name	Rebecca and Rob
Last name	Vastre
Individual or organisation	Individual
Organisation name	
Address 1	688 Work Road
Address 2	RD4
City/Town	Katikati
ZIP/Postal Code	3181

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about State Highway 2 between Katikati and Te Puna = until the safety improvements are all finished the speed needs to be reduced to no more than 80ks. This needs doing now to save lives.

Document submission	
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Document submission name	
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Submission ID	<input type="text" value="EM44"/>
First name	<input type="text" value="LJ"/>
Last name	<input type="text" value="Matthews"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="3 Twickenham Close"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM45"/>
First name	<input type="text" value="RP"/>
Last name	<input type="text" value="Macmillian"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8 Jocely Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about why we are not in the top five or better as Katikati is the mural town of New Zealand which is hard for overseas visitors to get around and see them. I am in my 90s and find it very hard and dangerous to do my business in town because of the continuous traffic on our road. Please make the bypass an important project.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM46"/>
First name	<input type="text" value="Sally"/>
Last name	<input type="text" value="Henry"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="149 Henry Road"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the fact that when I first arrived in Katikati they were talking about a bypass then - 1949. I married into one of the original settler families in 1954. We had 5 children - almost lost the 1st one because we had to rush to Tauranga (Road)? Not good! and certainly not up to safe standard after almost 70 years! PS: We have had one death in Main Rd in township.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM47"/>
First name	<input type="text" value="Sharyn"/>
Last name	<input type="text" value="Jost"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="6 Atlanta Court"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Document submission

Document submission name

Submission ID	<input type="text" value="EM48"/>
First name	<input type="text" value="SR & CM"/>
Last name	<input type="text" value="Mair"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="17 Highfields Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the road between Katikati and Waihi.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM49"/>
First name	<input type="text" value="Dom"/>
Last name	<input type="text" value="Leek"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="16 Turner Road"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. Past time to have a bypass. At a busy time the traffic can be built up for miles and take 1/2 an hour to get through Katikati.

Document submission

Document submission name

Submission ID	<input type="text" value="EM50"/>
First name	<input type="text" value="Roland"/>
Last name	<input type="text" value="Anderson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="9 Princes Street"/>
Address 2	<input type="text" value="Tahawai RD3"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the amount of heavy transport that do not abide by the law. It has now become to dangerous to shop at the Katikati shops as the trucks are continuous. Also the amount of cars travelling north and south has increased by a lot.

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	<input type="text" value="EM51"/>
First name	<input type="text" value="Betty"/>
Last name	<input type="text" value="Kendrick"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="23 Malta Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about - the perils of driving on SH2- the difficulties of shopping locally

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM52"/>
First name	<input type="text"/>
Last name	<input type="text" value="Turner"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. They need a "stop - go" person - and turn traffic lights off at Katikati - during busy times - its the people pressing crossing lights - that disrupts the traffic - the cost is small compared to something that's not going to happen.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM53"/>
First name	<input type="text" value="Bob & Meriel"/>
Last name	<input type="text" value="Renyard"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="184 Lockington Road"/>
Address 2	<input type="text" value="RD4"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. It is an absolute disgrace that this project gets shelved. Traffic is a nightmare on the SH2 as is parking in Katikati. DO SOMETHING. Also the Omokoroa turnings. FAR TOO DANGEROUS!

Document submission

Document submission name

Submission ID	<input type="text" value="EM54"/>
First name	<input type="text" value="Bryan"/>
Last name	<input type="text" value="Norton"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 Roger Guy Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3175"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM54 Bryan Norton"/>

Submission ID	<input type="text" value="EM55"/>
First name	<input type="text" value="Bronwen"/>
Last name	<input type="text" value="Fox"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="The Disabilities Resource Centre"/>
Address 1	<input type="text" value="PO Box 528"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Whakatane"/>
ZIP/Postal Code	<input type="text" value="3158"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM55 The Disabilities Resource Centre"/>

Submission ID	<input type="text" value="EM56"/>
First name	<input type="text" value="Julia"/>
Last name	<input type="text" value="Blackler"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="44 Uretara Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. We need this!! Lived here Katikati 28 years. Sick of all this. Do it. 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.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM57"/>
First name	<input type="text" value="Roy & Dot"/>
Last name	<input type="text" value="Spice"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="12 Harbourview Road"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about safety and air pollution. The pong after trucks have gone through makes you want to heave. With the increase of housing developments is going to make it even worse to do your everyday needs in the town. Turning right into traffic is diabolical.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM58"/>
First name	<input type="text" value="Les & Glenys"/>
Last name	<input type="text" value="Hobman"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="66 Walker Road East"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3178"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Document submission

Document submission name

Submission ID	<input type="text" value="EM59"/>
First name	<input type="text" value="Roy & Claudea"/>
Last name	<input type="text" value="Diggermann"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="142 Tetley Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. Have lived in Katikati all our lives, parents, grandparents etc were early settlers! How long do we have to wait - till someone gets killed. Seen some close goes.

Document submission	<input type="text"/>
Document submission name	<input type="text" value="EM59 Roy & Claudea"/>

Submission ID	<input type="text" value="EM60"/>
First name	<input type="text" value="Brian Stanley Gordon"/>
Last name	<input type="text" value="Baker"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="55 Malta Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM60 Brian Baker"/>

Submission ID	<input type="text" value="EM61"/>
First name	<input type="text" value="C"/>
Last name	<input type="text" value="Brigham"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2657 State Highway 2"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about State Highway 2. Speeding traffic and the fact that no road people want to listen to the ratepayers of Katikati. It's not being spent on the road, only on a library monument. Are you waiting for more funerals and accidents because the cemetery is getting full. Wake up!

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM62"/>
First name	<input type="text" value="Clive & Carol"/>
Last name	<input type="text" value="Alexander"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="87 Highfields Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about traffic congestion!

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM63"/>
First name	<input type="text" value="George"/>
Last name	<input type="text" value="Reid"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="18B Cresta Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. We are fed up to the teeth being promised this by pass for the last nos of years. No more lies. We are priority no 1 not up to (15). Get it started now. I want to see it finished before I die.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM64"/>
First name	<input type="text" value="HJ & ME"/>
Last name	<input type="text" value="Oates"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="1 Irwin Court"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. We want the Katikati Bypass Project elevated to the Top 5 Priority List as has been promoted by various ministers speaking to the public here. Before someone is killed and to take away all the 'fumes' entering all the businesses and the staff in the shops. It is now unpleasant to go shopping here. The fumes.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM65"/>
First name	<input type="text"/>
Last name	<input type="text" value="Horton"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 McMillan Road"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. Should have been done YESTERDAY

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM66"/>
First name	<input type="text" value="David"/>
Last name	<input type="text" value="Gordon"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="KiwiRail Holdings Limited"/>
Address 1	<input type="text" value="PO Box 593"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Wellington"/>
ZIP/Postal Code	<input type="text" value="6140"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM66 KiwiRail Holdings Limited"/>

Submission ID	<input type="text" value="EM67"/>
First name	<input type="text"/>
Last name	<input type="text"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Whakamarama Community Inc"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM67 Whakamarama Community Inc"/>

Submission ID	EM68
First name	Yvonne
Last name	Rooney
Individual or organisation	Individual
Organisation name	
Address 1	79 Jess Road
Address 2	RD2
City/Town	Tauranga
ZIP/Postal Code	3172

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	ATTACHMENT CONTAINS CONTENT
Document submission name	EM68 Yvonne Rooney and Warwick Murray

Submission ID	<input type="text" value="EM69"/>
First name	<input type="text" value="Matthew"/>
Last name	<input type="text" value="Leighton"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Western Bay of Plenty District Council"/>
Address 1	<input type="text" value="Private Bag 12803"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3143"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM69 Western Bay of Plenty District Council"/>

Submission ID	<input type="text" value="EM70"/>
First name	<input type="text" value="Matthew"/>
Last name	<input type="text" value="Farrell"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="476 Omokoroa Road"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3172"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM70 Matthew Farrell"/>

Submission ID	<input type="text" value="EM71"/>
First name	<input type="text" value="Grant"/>
Last name	<input type="text" value="Turner"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="National Road Carriers Inc"/>
Address 1	<input type="text" value="PO Box 12 100"/>
Address 2	<input type="text" value="Penrose"/>
City/Town	<input type="text" value="Auckland"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM71 National Road Carriers Inc"/>

Submission ID	<input type="text" value="EM72"/>
First name	<input type="text" value="Terry"/>
Last name	<input type="text" value="Molloy"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="New Zealand Automobile Association"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM72 New Zealand Automobile Association"/>

Submission ID	<input type="text" value="EM73"/>
First name	<input type="text" value="Ian"/>
Last name	<input type="text" value="Dustin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM73 Ian Dustin NOTE 2 DOCUMENTS"/>

Submission ID	<input type="text" value="EM74"/>
First name	<input type="text" value="Jennifer"/>
Last name	<input type="text" value="Davis"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="19 Donegal Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM75"/>
First name	<input type="text" value="Janette"/>
Last name	<input type="text" value="Sarchett"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="8A Beach Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Document submission

Document submission name

Submission ID	<input type="text" value="EM76"/>
First name	<input type="text" value="Margaret"/>
Last name	<input type="text" value="Lecky"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="18 Belmont Rise"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Document submission

Document submission name

Submission ID	<input type="text" value="EM77"/>
First name	<input type="text" value="Allan"/>
Last name	<input type="text" value="Harris"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="168A Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...The Highway 2 from Tauranga to Waihi (especially TGA to Katikati) needs emergency upgrading for better flow and safer driving - saving lives!!!! For every death there's many seriously injured. Time after time!! My wife travels daily on this highway and I wait in the evening with bated breath until she arrives home.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM78"/>
First name	<input type="text" value="Robert Lee"/>
Last name	<input type="text" value="Rawson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="15 Tui Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today (first mooted in 1942 and many time times since!!) and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about State highway No. 2 which is regularly repaired and then resealed in places. This usually lasts for between 2 weeks and 2 to three months or so and is full of holes & repairs!! Too many very large trucks and trailers. Please help with the bedlam in our main street!!

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	<input type="text" value="EM79"/>
First name	<input type="text" value="Sylvia"/>
Last name	<input type="text" value="Reilly"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="7 Turnberry Close"/>
Address 2	<input type="text" value="Fairview Estate"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about- Joining SH2 from Sharpe Road- Road noise

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM80"/>
First name	<input type="text" value="Jean"/>
Last name	<input type="text" value="Walsh"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="6/15 Heron Cres"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the constant cars parking outside "Butchers & Grop Shop" on the footpath!! difercalt for mobility scooters and wheelchairs

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	<input type="text" value="EM81"/>
First name	<input type="text" value="Bryony"/>
Last name	<input type="text" value="Bomford"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="3 Church Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. 35 years ago when we moved here there were 8 alternatives for a bypass but because the chemist might lose some business and objected it was canned. Now it is at crisis point and needs to be activated immediately before complete gridlock.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM82"/>
First name	<input type="text" value="Harry"/>
Last name	<input type="text" value="Hendklips"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="14 Donegal Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. The bypass is very important to us. Getting out of roads to main road some time you wait for 30 cars then you can get on the main road.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM83"/>
First name	<input type="text" value="Leigh"/>
Last name	<input type="text" value="Nye"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="63B Malta Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. Help. Just do it. What about the "Kiwi's Human's" go without? Help! starts at home first - New Zealand. it's not okay to give millions of our tax money away!!

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM84"/>
First name	<input type="text" value="Lynn"/>
Last name	<input type="text" value="McPhee"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Villa 103"/>
Address 2	<input type="text" value="181 Park Road"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the dangers of so many heavy trucks in Main Street.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM85"/>
First name	<input type="text" value="Macky"/>
Last name	<input type="text"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2C Macmillan"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM86"/>
First name	<input type="text" value="Marjorie"/>
Last name	<input type="text" value="Aldridger"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="28F Wills Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the number of times we have been promised a bypass and then nothing has happened and the volume of traffic gets larger and larger. If the bypass were done first the flow of traffic would be quicker and traffic trying to get out of side roads would be better. On the whole I think it is disgusting that nothings been done for so many years.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM87"/>
First name	<input type="text"/>
Last name	<input type="text" value="McCarthy"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="17 Levley Lane"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about stupid people blaming the "killer highway" from Kaitkati to Tauranga. "Driver" attitude and skill level is doing the killing. Bypass yes, four lane motorway? Why!! Resident since 1978.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM88"/>
First name	<input type="text" value="Annamarie"/>
Last name	<input type="text" value="Dixon"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="244 Ongare Point Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... try to come out of a car park if you can get one near impossible as well as crossing the street. Trucks nearly wipe you out. No room! Bypass now!!

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM89"/>
First name	<input type="text" value="BC"/>
Last name	<input type="text" value="Erasmus"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="43A Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the high rates.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM90"/>
First name	<input type="text" value="N"/>
Last name	<input type="text" value="Alexander"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="69 Lund Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the amount of traffic which makes it unsafe to stop or shop in the town. Thru traffic make hard to get out of parking or crossing the road to other streets in the vicinity of shops and amenities. This situation is no longer tolerable for the town.

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	<input type="text" value="EM91"/>
First name	<input type="text" value="Olive"/>
Last name	<input type="text" value="Fickling"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="26 Landsdowne Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the - congestion in Katikati causing it impossible and dangerous to get out of side streets. - Danger for pedestrians in Katikati due to huge volume of traffic- damage to Kiangahake Gorge by trucks and excessive traffic

- excessive traffic when roads only 2 lanes and not four.4

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM92"/>
First name	<input type="text" value="R"/>
Last name	<input type="text" value="Aitken"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="9 Mulgan Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about - 40 years of promises being broken.- continuous postponement and general abrogation of responsibility to proceed with this bypass ASAP.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM93"/>
First name	<input type="text" value="Dennis"/>
Last name	<input type="text" value="Thomas"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="383 Thompsons Track"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about no consideration given to a toll road tunnel next to the Kaimai rail tunnel as a future safeguard to increasing traffic volume on SH2 due to Tauranga Port becoming larger.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM94"/>
First name	<input type="text" value="Edith"/>
Last name	<input type="text" value="Hoseason"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="167 Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about for pedestrians most of all so through traffic does not congest. Logging trucks are vulnerable at the pedestrian lights.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM95"/>
First name	<input type="text" value="Edward"/>
Last name	<input type="text" value="Katierns"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="68 Highfield Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about traffic through Katikati town.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM96"/>
First name	<input type="text" value="F"/>
Last name	<input type="text" value="Metcalfe"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="99/181 Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about1. the amount of trucks etc driving thru the township2. it is becoming more dangerous for vehicle traffic as well as pedestrians (in the town)3. there will continue to be many more fatal accidents if this is not addressed and given high priority. TOP 5.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM97"/>
First name	<input type="text" value="Frances Edith"/>
Last name	<input type="text" value="Rawson"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="15 Tui Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM98"/>
First name	<input type="text" value="G A"/>
Last name	<input type="text" value="Martin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2B Bransley Grove"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about SH2 between Katikati and Omokoroa. Should not be a 100K area. A dangerous road! 90K maximum would be more appropriate.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM99
First name	Jack & Val
Last name	Ripley
Individual or organisation	Individual
Organisation name	
Address 1	190 Park Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about the volume of traffic going through the town. Makes a visit to the town centre a stressful and unpleasant experience. Without the bypass Katikati will remain an unattractive place to visit or shop in.

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM100"/>
First name	<input type="text" value="Carole"/>
Last name	<input type="text" value="Gordon"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Supa-NZ"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM100 Supa-NZ"/>

Submission ID	EM101
First name	Nigel
Last name	Tutt
Individual or organisation	Organisation
Organisation name	Priority One
Address 1	PO Box 13057
Address 2	
City/Town	Tauranga
ZIP/Postal Code	

Wish to speak
Yes

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	ATTACHMENT CONTAINS CONTENT
Document submission name	EM101 Priority One

Submission ID	<input type="text" value="EM102"/>
First name	<input type="text" value="Larry"/>
Last name	<input type="text" value="Baldock"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	<input type="text" value="ATTACHMENT CONTAINS CONTENT"/>
Document submission name	<input type="text" value="EM102 Larry Baldock"/>

Submission ID	EM104
First name	Teri
Last name	France
Individual or organisation	Individual
Organisation name	
Address 1	43 Longmynd Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3249

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	ATTACHMENT CONTAINS CONTENT
Document submission name	EM104 Teri France

Submission ID	EM105
First name	Duncan
Last name	France
Individual or organisation	Individual
Organisation name	
Address 1	43 Longmynd Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3249

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	ATTACHMENT CONTAINS CONTENT
Document submission name	EM105 Duncan France

Submission ID	EM106
First name	Ian
Last name	Mearns
Individual or organisation	Organisation
Organisation name	TKL Logistics Ltd
Address 1	PO Box 14134
Address 2	
City/Town	Tauranga
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Document submission	ATTACHMENT CONTAINS CONTENT
Document submission name	EM106 TKL Logistics Ltd

Submission ID	<input type="text" value="EM107"/>
First name	<input type="text" value="W M"/>
Last name	<input type="text" value="Raymond"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="10 Twickenham Close"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM108
First name	Molly
Last name	Rugg
Individual or organisation	Individual
Organisation name	
Address 1	10B Gladstone Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...

Document submission

Document submission name

Submission ID	<input type="text" value="EM109"/>
First name	<input type="text" value="Carol"/>
Last name	<input type="text" value="Still"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="115C Tuapiro Road"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...

Document submission

Document submission name

Submission ID	EM110
First name	Ian
Last name	Reynolds
Individual or organisation	Individual
Organisation name	
Address 1	202 Lockington Road
Address 2	RD4
City/Town	Aongatete
ZIP/Postal Code	3181

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...

Document submission

Document submission name

Submission ID	EM111
First name	Jackie
Last name	Cozby
Individual or organisation	Individual
Organisation name	
Address 1	20/46 Sharp Road
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...

Document submission

Document submission name

Submission ID	EM112
First name	Jill
Last name	Laidlaw
Individual or organisation	Individual
Organisation name	
Address 1	Villa 75
Address 2	181 Park Road
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...

Document submission

Document submission name

Submission ID	EM113
First name	Marie
Last name	Manning
Individual or organisation	Individual
Organisation name	
Address 1	12 Belmont Rise
Address 2	Box 395
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...1) the speed needs to be reduced to 80km2) foreign drivers need to be aware of NZ road rules - foreign visitors using car rentals.

Document submission	
Document submission name	

Submission ID	EM114
First name	Patrick
Last name	Sushamei
Individual or organisation	Individual
Organisation name	
Address 1	265 Walker Road East
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the entire road between Katikati and Tauranga. It is so dangerous and needs lots of safety measures and double lanes on both sides of the road.

Document submission

Document submission name

Submission ID	<input type="text" value="EM115"/>
First name	<input type="text" value="Wally"/>
Last name	<input type="text" value="Coe"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="12 Belmont Rise"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. Lower the speed limit 80 tops.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM116
First name	WB & SA
Last name	Pugh
Individual or organisation	Individual
Organisation name	
Address 1	6 Riverlea Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the noise level, especially by the very big trucks, and the exhaust fumes which must be detrimental to health, particularly the health of the retailers! Coming out of a side road and turning right is just impossible with all the heavy traffic. Logging trucks are so dominating and aggressive. At least one log has come off a truck at Beach Rd intersection in recent years!

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM117"/>
First name	<input type="text" value="Laurel"/>
Last name	<input type="text" value="Budd"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="3/32 Park Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... lack of parking in town and how it is virtually impossible to get a part outside a shop. I'm afraid to drive on the main road in town because of the traffic.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM118
First name	Roberta
Last name	Cook
Individual or organisation	Individual
Organisation name	
Address 1	11 Lansdowne Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the people crossing the road. "Children" from school!!

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM119"/>
First name	<input type="text" value="Ruth"/>
Last name	<input type="text" value="Taylor"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="4 Belmont Rise"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the highway between Tauranga / Katikati especially the Omokoroa turnoff.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM120"/>
First name	<input type="text" value="V"/>
Last name	<input type="text" value="Bennett"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Fairview Park"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the speed limit of the traffic on SH2 between Katikati and Tauranga is too high. Suggest immediate reduction of the speed limit to 90kph or 80kph to make it a SAFER SPEED LIMIT.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM121
First name	Winston & Joan
Last name	Hamilton
Individual or organisation	Individual
Organisation name	
Address 1	11 Park Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... at present unable to get from Aongatete area to town in less than 20 minutes at times up to 30 minutes due to congestion of traffic especially on weekends and stat holidays.

Document submission	
Document submission name	

Submission ID	EM122
First name	Barbara
Last name	Davis
Individual or organisation	Individual
Organisation name	
Address 1	36/8 Binnie Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... - the traffic from Katikati to Tauranga- Highfields intersection - stop sign by landing

Document submission	
Document submission name	

Submission ID	EM123
First name	Derek & Avril
Last name	Manley
Individual or organisation	Individual
Organisation name	
Address 1	20 Kea Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the safety of pedestrians and cyclists, and those on mobility vehicles.

Document submission	
Document submission name	

Submission ID	EM124
First name	Cushla
Last name	Chudleigh
Individual or organisation	Individual
Organisation name	
Address 1	35 Levley Lane
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati does not need a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I think a tunnel north of the present rail tunnel would be preferable to the by-pass. if they can build a tunnel thirty years ago surely they can build a road tunnel with the equipment they have now. e.g. "Alice" Auckland used to build their tunnel. A tunnel would take all traffic Auckland bound. There would be no need for a bypass, nor a four-lane highway to Katikati and when the Karangahake Gorge road is closed due to accidents or rockfalls people heading to the Auckland Airport would miss their flights as the Karangahake Gorge alternatives are via the Kaimai Range road from Tauranga or via Coromandel Kopu - Hikuai road which is time consuming, windy and you have missed your flight as the present alternative routes are time consuming. Why not a tunnel at Apata??

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM125"/>
First name	<input type="text" value="Patrick"/>
Last name	<input type="text" value="Licence"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="648C Esdaile Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Pahoia"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. Yes - needs ByPass - 40 years ago!!!Too slow. Much much too slow!!!Dangerous

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM126"/>
First name	<input type="text" value="Peter"/>
Last name	<input type="text" value="Turner"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="81 Ballantyne Way"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... State Highway 2 and the amount of serious accidents due to the high volume of traffic on a single carriage road.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM127"/>
First name	<input type="text" value="Jocelyn"/>
Last name	<input type="text" value="Brown"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="390 Tuapiro Place"/>
Address 2	<input type="text" value="RD3"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... fumes from trucks, going into shops while blocking up the road. Need more pull offs for side roads. main road is too busy. Not safe. Some have it. Tuapiro needs it.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM128
First name	Sheila
Last name	Brown
Individual or organisation	Individual
Organisation name	
Address 1	6 Lansdowne Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM129"/>
First name	<input type="text" value="Anne"/>
Last name	<input type="text" value="Cunningham"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="64 Highfields Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...

Document submission

Document submission name

Submission ID	EM130
First name	Barry & Sue
Last name	Hodges
Individual or organisation	Individual
Organisation name	
Address 1	7A Gladstone Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...

Document submission

Document submission name

Submission ID	<input type="text" value="EM131"/>
First name	<input type="text" value="P.D."/>
Last name	<input type="text" value="Lawn"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="7 Boyd Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the increase in traffic through town. Trucks included. - Pollution. - The difficulty walking across Waterford Road to get to the Friday market. - The new Highfield subdivision another 100 cars trying to get out and in. - Those with limited mobility trying to cross the road.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM132"/>
First name	<input type="text" value="R & E"/>
Last name	<input type="text" value="Galloway"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="39 Wills Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I do not think we actually need a bypass, but feel that more passing lanes, and median strips for entracnes into side roads would help immensely between Katikati and Te Puna. Also the bridge are far too narrow.

Document submission

Document submisison name

Submission ID	<input type="text" value="EM133"/>
First name	<input type="text" value="Rollo"/>
Last name	<input type="text" value="Dunlop"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="73 Fairview Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the ability of the NZTA and Regional Council to go and hide behind their palace walls having made decisions that were guaranteed to cause angst and ongoing traffic and dangerous problems.

Document submission

Document submission name

Submission ID	EM134
First name	Sandra
Last name	Bridgman
Individual or organisation	Individual
Organisation name	
Address 1	1120 State Highway 2
Address 2	RD1
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. The Katikati to Tauranga highway is slow and dangerous. We need more lanes and safety measures put in place now!

Document submission	
Document submission name	

Submission ID	EM135
First name	Stephen
Last name	Harlan
Individual or organisation	Individual
Organisation name	
Address 1	66 Tetley Road
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the volume of traffic on the main road making it hard to access turning right onto and from State Highway 2 from any roads around Katikati. Also the fact the cycleway was a higher priority than peoples lives.

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM136"/>
First name	<input type="text" value="T.D."/>
Last name	<input type="text" value="McAllister"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30/46 Sharp Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... access to current State Highway 2. On ramps and proposals to have 4 lane road Tauranga / Katikati only making thing worse at Katikati.

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	EM137
First name	W.M.
Last name	Hare
Individual or organisation	Individual
Organisation name	
Address 1	66 Levley Lane
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. Our quality of life in recent years has been greatly compromised by increased traffic through town. The trucks are larger and more numerous and pollution levels worse - air quality and noise levels. Pedestrians crossing at the main road is difficult at times and the one set of traffic lights takes minutes to work - AND holds up a MAIN ROAD!

Document submission	
Document submission name	

Submission ID	EM138
First name	Alan
Last name	Hay
Individual or organisation	Individual
Organisation name	
Address 1	15 Blundell Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... why we keep going backwards on the lists and the concerns of people who live in Katikati are not being listened to by those who are supposed to represent us.

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM139"/>
First name	<input type="text" value="Arthur & Brenda"/>
Last name	<input type="text" value="Murcott"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="44 Longmynd rDrive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3129"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the traffic in the main street. My wife has narrowly missed being hit on the pedestrian crossing by huge truck trailers unable to stop when lights for pedestrians is on.

Document submission

Document submission name

Submission ID	<input type="text" value="EM140"/>
First name	<input type="text" value="Carol"/>
Last name	<input type="text" value="Tunnicliff"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="19 Hanlen Avenue"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Waihi Beach"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... traffic safety on SH2; delays for those who must endure Katikati traffic; noise/pollution/road rage/ trucks don't belong in town!!

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM141"/>
First name	<input type="text" value="Dale"/>
Last name	<input type="text" value="Horn"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="177 Wright Road"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text" value="3181"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... access to SH2 from side roads and riveways. Speed limit on SH2 and densely populated side roads reduced to 80ks.

Document submission

Document submisison name

Submission ID	<input type="text" value="EM142"/>
First name	<input type="text" value="Dallas"/>
Last name	<input type="text" value="Meeking"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="18C Church Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... pedestrian safety, particularly between Mulgan St and Beach Rd. Traffic is heavy and often faster than 50km ph, very dangerous for kids. Parking is also hazardous in Katikati with the amount of heavy trucks zooming through. WE NEED A BYPASS!!!

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM143
First name	E. Ann
Last name	Allen
Individual or organisation	Individual
Organisation name	
Address 1	253 Lindemann Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the roadway at the top of Lindemann Rd, the one that veers left below the lookout. Tarsealing needs checking - edges are crumbling. Left too long means more money. Thank you.

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM144"/>
First name	<input type="text" value="Ian"/>
Last name	<input type="text" value="MacErlich"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="22A Carisbrooke Street"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. We have to get the big trucks and trailers out of the town before there's a big traffic accident and deaths of residents.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM145"/>
First name	<input type="text" value="Elizabeth"/>
Last name	<input type="text" value="Selth"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="31 Longmynd Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the proposed 4 lane highway from Katikati to Tauranga. What about the traffic from this going through Katikati? It is bad enough at the moment with noise and pollution especially from the continal passage of heavily laden trucks.

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	EM146
First name	J & C
Last name	Adams
Individual or organisation	Individual
Organisation name	
Address 1	15 Maniaroa Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... that the road would be much safer, as Katikati has a agend population and growing all the time. It would also get all the trucks out of the township.

Document submission	
Document submisison name	

Submission ID	<input type="text" value="EM147"/>
First name	<input type="text" value="Jan & John"/>
Last name	<input type="text" value="Hayes"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="27 Highfields Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... any roads leading off the highway - entering & exiting. The continuous very large trucks going through our town. It is an accident waiting to happen. The noise when in the town makes it very hard to speak with people.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM148
First name	Jan
Last name	Judson
Individual or organisation	Individual
Organisation name	
Address 1	8B Wills Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. 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.

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM149"/>
First name	<input type="text" value="Kinsa"/>
Last name	<input type="text" value="Hays"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2668 SH2"/>
Address 2	<input type="text" value="RD2"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the volume of traffic in the road affecting intersections on Sh2. Right hand turns need to be made safer e.g. Wright Road. And more passing places.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM150"/>
First name	<input type="text" value="Judith"/>
Last name	<input type="text" value="Dick"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="16 Longmynd Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the population growth in Kati and much more to come. That is why you must put our bypass on the priority list and not keep fobbing us off. Come and view our traffic problems and see how urgent the situation is. All side roads leading to main highway so dangerous. PLEASE LISTEN TO THE COMMUNITY.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM151"/>
First name	<input type="text" value="M & SE"/>
Last name	<input type="text" value="Joslin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="3 Fencourt Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... noise pollution from the traffic especially the big trucks. Carbon monoxide levels in the business premises as well as fine particles in the air which will lead to breathing problems and other issues . All this traffic is stifling potential business growth and shops in the town.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM152"/>
First name	<input type="text" value="Margaret"/>
Last name	<input type="text" value="Spencer"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="66 Highfields Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. We desperately need the bypass. We have waited so long. Doing a right hand turn onto the State Highway from Highfields subdivision is so dangerous now - especially as the volume of traffic has increased so dramatically. Please - no more broken promises!

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM153
First name	Louise
Last name	Whittam-Wout
Individual or organisation	Individual
Organisation name	
Address 1	4/181 Park Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... in case of an emergency how can we evacuate?

Document submission	
Document submission name	

Submission ID	EM154
First name	Brian
Last name	Peart
Individual or organisation	Individual
Organisation name	
Address 1	38 Preston Drive
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. Do we have to wait until someone is injured or killed on the main street. Traffic is so bad something has to be done as soon as possible.

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM155"/>
First name	<input type="text" value="C & R"/>
Last name	<input type="text" value="Wildbore"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="45 Francis Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. We want the bypass elevated from priority 15 to a priority in the top 5. Getting in and out of side roads and streets you take your life in your hands.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM156"/>
First name	<input type="text" value="C.D."/>
Last name	<input type="text" value="Habgood"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="Unit 9"/>
Address 2	<input type="text" value="8 Binnie Road"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the congestion in the main street of Katikati township with so many vehicles and for elderly people trying to cross the road. Also the speed limit going from here to Tauranga. Please move our wait time to Top 5 priority.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM157
First name	Charlie
Last name	Payne
Individual or organisation	Individual
Organisation name	
Address 1	65 Fairview Road
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the only bypass for Katikati would be a tunnel through the Kaimais coming out at Te Aroha. For all road traffic from Rights Road.

Document submission

Document submission name

Submission ID	<input type="text" value="EM158"/>
First name	<input type="text" value="Colin"/>
Last name	<input type="text" value="Smith"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="15 Nolan Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... - road safety - public health for shop workers in Katikati due to fumes and noise. - traffic congestion and the increasing traffic volume- the cost in delays and impatience caused by hold ups resulting in more accidents.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM159"/>
First name	<input type="text" value="D"/>
Last name	<input type="text" value="Gilliver"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="13 Donegal Place"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the number of trucks coming through the centre of our town. As I walked for 2 minutes on our main street 12 trucks went past. This makes shopping and crossing our road a dangerous exercise. We have a lot of senior citizens.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	<input type="text" value="EM160"/>
First name	<input type="text" value="Diana"/>
Last name	<input type="text" value="Bowman"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="15 Uretara Drive"/>
Address 2	<input type="text"/>
City/Town	<input type="text" value="Katikati"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. 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. I also would like to see "No right Turn" signs put up in the township as when you back out from the angle parking you can't see the ones turning in from the North. This would only need a "sign". All of these problems need starting NOW not in another 20 years.

Document submission	<input type="text"/>
Document submisison name	<input type="text"/>

Submission ID	EM161
First name	Dorothy
Last name	Rapley
Individual or organisation	Individual
Organisation name	
Address 1	20 Donegal Place
Address 2	
City/Town	Katikati
ZIP/Postal Code	3129

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the noise engendered by vehicle traffic going through the shopping area. Talking to a friend or neighbour is difficult.

Document submission	
Document submission name	

Submission ID	EM162
First name	Dorothy
Last name	Williams
Individual or organisation	Individual
Organisation name	
Address 1	313 Woodland Road
Address 2	RD3
City/Town	Katikati
ZIP/Postal Code	3170

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... people becoming quite reckless and impatient re Beach Rd to main road. I have to use it daily 3 times. Or any side street for that matter. People take silly chances to sneak out at the cost of road safety. The main street is so loud that you can't hear yourself speak. Angle parking slows down the traffic big time.

Document submission	
Document submission name	

Submission ID	<input type="text" value="EM163"/>
First name	<input type="text" value="E"/>
Last name	<input type="text" value="Teurlinex"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="31A Polley Crescent"/>
Address 2	<input type="text"/>
City/Town	<input type="text"/>
ZIP/Postal Code	<input type="text"/>

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. The transport in Katikati is shocking for to crossing the road.

Document submission	<input type="text"/>
Document submission name	<input type="text"/>

Submission ID	EM164
First name	Eris
Last name	Boyack
Individual or organisation	Individual
Organisation name	
Address 1	11B Gray Street
Address 2	
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I have to exit Mulgan Street onto the main highway and traffic volume both ways makes this very time consuming and scary as the southbound traffic is still doing 60-70kph. The last 6 years has seen a huge increase in traffic making it almost impossible to right turn onto the highway.

Document submission	
Document submission name	

Submission ID	EM165
First name	Gail
Last name	Turner
Individual or organisation	Individual
Organisation name	
Address 1	81 Ballantyne Way
Address 2	Aongatete RD2
City/Town	Katikati
ZIP/Postal Code	3178

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about... the high number of serious accidents on SH2. I drive to Bethlehem from Katikati to work and at least once a week there is a diversion in place due to a serious accident. The volume of heavy traffic through Katikati township is increasing at times causing people to take risks to cross the road.

Document submission	
Document submission name	

Submission ID	EM166
First name	Heather
Last name	Wigg
Individual or organisation	Individual
Organisation name	
Address 1	24 Walker Road West
Address 2	RD2
City/Town	Katikati
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

Other comments:

Katikati needs a Bypass today and we need the Regional Project List to reflect this. I want to see the Katikati Bypass in the Top 5 priority projects for the Bay of Plenty. Even if construction was started today it would take at least 3 years to complete, which will be three years of traffic congestion misery for the Katikati community. I am also very concerned about...

Document submission	
Document submission name	

RLTP Submission from Ian Dustin.

I attach for your reference the Kiwi Rail design for rail access to the Rangiuru Business Park.(RBP) This shows a double tracked siding of 570 meters on the land owned by Quayside Properties starting at the Makatu crossing.

This siding would allow for train movements capable of handling all the Log traffic currently passing that point on SH 33 and SH 2 on route to the Port of Tauranga by truck and trailer, including the fast approaching “wall of wood”.

It maximizes the location by picking up all SH 2 and SH 33 road traffic at this junction and removes the logging rigs permanently from that point to the PoT.

This has many advantages for the Region and aligns with the Policies identified in Chapter 5 :

- 5.1 Access and resilience
1 : 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

As identified in Chapter 2 the Bay of Plenty accounts for 38% of New Zealand’s total forest removals and large areas of forest planted in the 1990s are now reaching harvest age, the so called “wall of wood”.

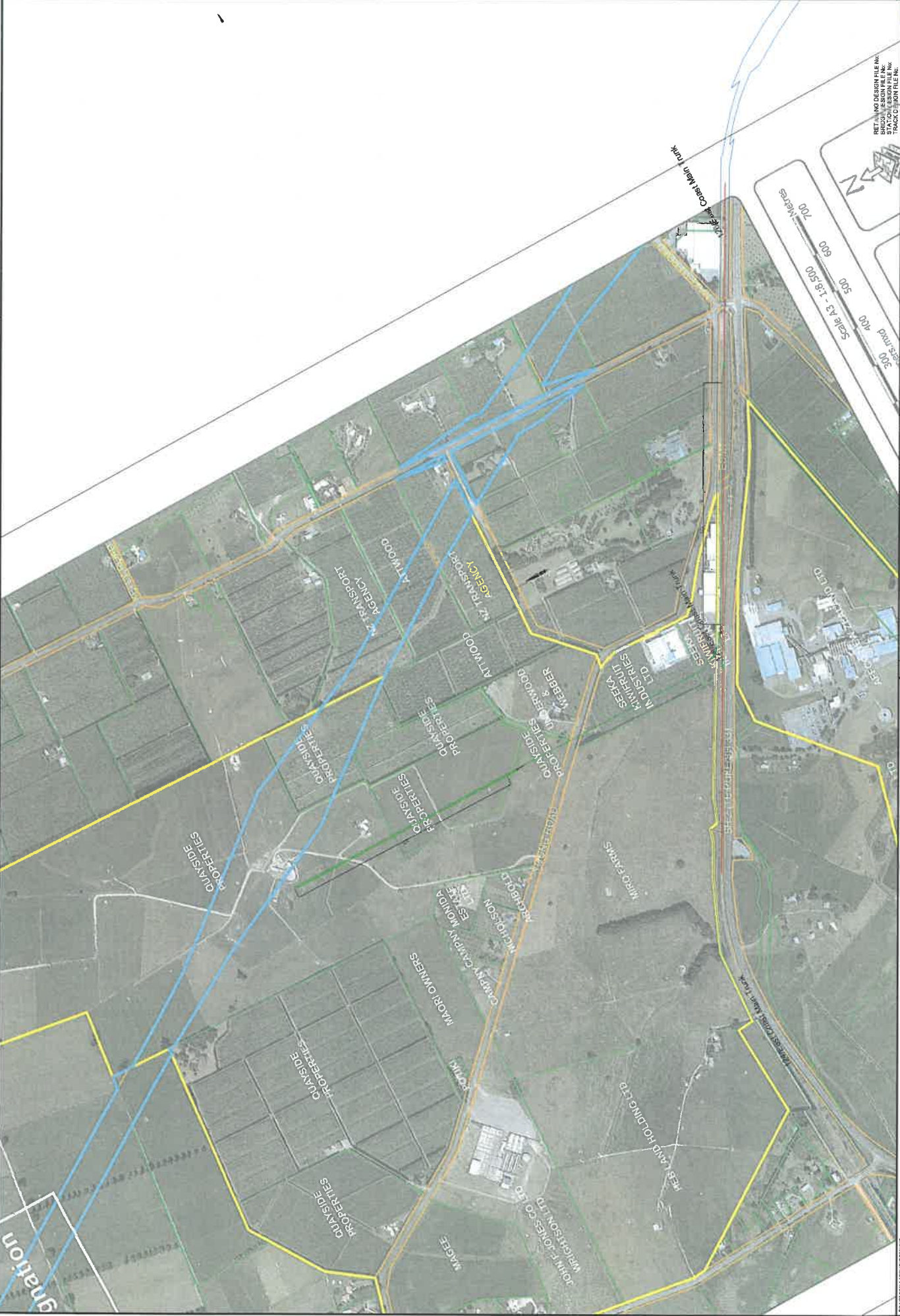
Amongst Regional economic development projects mentioned in Figure 4 : there is no mention of the Rangiuru Business park, although it has passed two Plan changes and associated RC processes and is ideally suited not only for the more efficient processing of the Log movements currently undertaken by road, but also the movement of the massive increases in the kiwifruit tonnages identified by the industry. The decision to containerise the kiwifruit crop has already been made and as Rangiuru sits in the middle of 80% of the current production it would seem logical to include a container park that is connected to the PoT by rail to provide journey time reliability from this “ container cool store” to the port.

Along with Buddy Mikaere I recently meet with Shane Jones and we briefly outlined the concept of a Log Rail Processing yard at Rangiuru. He was impressed enough to want a full business report as it seemed to him to fit into the Coalition Agreement goals, including their commitment to a significant investment in regional rail. He outlined that the projects supported to date had strong support from the Regional Councils and to this effect the 15 year support from the Regional Council for the Rangiuru Business Park fits that category. As outlined in previous correspondence the Kiwi Rail model moves logs at 4 cents per tonne per kilometer cheaper than road transport and the increased

efficiencies from the quicker truck turnaround underlines the business case, let alone the many policies outlined above that support one or more objectives in the land Transport Plan.

To take a viable business case forward there has to be rail connection with Rangiuru Business Park and the Port. In fact to make the RBP become viable and have a point of difference with the Tauriko Industrial Park this needs to occur.

I am sure that with increased collaboration and collegiate good will between all to parties this can be made to happen and the RBP will become a reality and a very important piece in the vibrant region we live in.



DRAWING TITLE: **PROJECT NAME**
 DRAWING GROUP: **RANGIURU**

DRAWING No: **111705-SK-141**
 Original A1 size

SCALE IN METRES
 0 40 80 120 160 200 (m)

SCALE: 1:500
 Scale A3 - 1:8,500
 Scale A4 - 1:17,000
 Scale A5 - 1:34,000

REV	BY	DATE	DESCRIPTION

DESIGNED	DATE	INITIALS	DATE

DRAWN	DATE	INITIALS	DATE

CHECKED	DATE	INITIALS	DATE

APPROVED	DATE	INITIALS	DATE

PROJECT FILE NO: **111705-SK-141**
 PROJECT FILE NO: **111705-SK-141**

DRAWING No: **111705-SK-141**
 Original A1 size

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