

Bay of Plenty Regional Land Transport Plan 2018

# Hearing 2 - Tauranga

11 April 2018

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[Full list of submitters](#)

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# Bay of Plenty Regional Land Transport Plan 2018: Hearing 2 - Tauranga 11th April 2018

Submission ID	<input type="text" value="TPOL1084"/>	Wish to speak <b>Yes</b>
First name	<input type="text" value="Simon"/>	
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="91 Tuihana 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:

Widening from 15th Avenue Turret road to Welcome bay roundabout should be priority 1 In order relieve congestion.  
Widening of SH2 to 4 lanes Tauranga 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	<input type="text"/>
Document submission name	<input type="text"/>

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	<input type="text" value="TPOL1065"/>
First name	<input type="text" value="Gethin"/>
Last name	<input type="text" value="Baldwin"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="30 Margaret Drive"/>
Address 2	<input type="text" value="Omokoroa"/>
City/Town	<input type="text" value="Tauaranga"/>
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	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	<b>TPOL1102</b>	Wish to speak Yes
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	

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](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="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:**

Document submission

Document submisison name



Submission ID	<b>TPOL544</b>
First name	Carol
Last name	Bourn
Individual or organisation	Individual
Organisation name	
Address 1	571 Old Highway R D 8
Address 2	
City/Town	Tauranga
ZIP/Postal Code	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:**

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	TPOL655
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

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. 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 submisison name

Submission ID	<b>TPOL869</b>	Wish to speak <b>Yes</b>
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		

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](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](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	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	<b>TPOL1218</b>
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	TPOL1611
First name	Richard
Last name	Comyn
Individual or organisation	Individual
Organisation name	
Address 1	118 Bethlehem Heights
Address 2	Bethlehem
City/Town	Tauranga
ZIP/Postal Code	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:**

Not at the present time	
Document submission	
Document submission 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	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	TPOL1609
First name	Glen
Last name	Crowther
Individual or organisation	Individual
Organisation name	
Address 1	34 Brookfield Tce
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



Submission ID	TPOL978	Wish to speak Yes
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	

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](http://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	<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	TPOL83
First name	Caryn
Last name	Shearer
Individual or organisation	Individual
Organisation name	
Address 1	15 Leyland road
Address 2	Rd7, whakamarama
City/Town	Tauranga
ZIP/Postal Code	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:**

It takes far too long to travel the few one to town each day, let's get it sorted NZTA!

Document submission

Document submission name

Submission ID	TPOL1562
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

Wish to speak  
Yes

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](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	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	<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="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="EM8"/>
First name	<input type="text" value="Dan"/>
Last name	<input type="text" value="Kneebone"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Port of Tauranga Limited"/>
Address 1	<input type="text" value="Private Bag 12504"/>
Address 2	<input type="text" value="Tauranga Mail Centre"/>
City/Town	<input type="text" value="Tauranga"/>
ZIP/Postal Code	<input type="text" value="3143"/>

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="EM8 Port of Tauranga Limited"/>



Submission ID	<b>TPOL1620</b>
First name	Jan
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

Wish to speak  
Yes

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

- 1 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)
- 2 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.
- 3 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.
- 4 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.
- 5 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.
- 6 Members have also specifically mentioned the following missing links in the walking/cycling trails.
  - i) Bethlehem to Matua salt Marsh/Otumoetai College
  - ii) Koromiko St to Kopererua pathways
  - iii) 11th Ave (archery field) to 17th Ave on the east side of Takitimu drive
  - iv) Bethlehem to downtown Tauranga
  - v) Cycle lanes on 15th Ave with developments to Turret Rd
  - vi) 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
  - vii) 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.
  - viii) 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.
- 7 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. 8 The draft plan map at page 33 figure 8, "Bay of Plenty cycling networks" raises a few points: 1) 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. 2) 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	TPOL1667
First name	Larry
Last name	Baldock
Individual or organisation	Individual
Organisation name	
Address 1	40 Hampstead Crt
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	<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	<b>EM11</b>
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="EM106"/>
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 Ltd"/>
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

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="EM106 TKL Logistics Ltd"/>

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="EM14"/>
First name	<input type="text" value="Maleta"/>
Last name	<input type="text" value="Knight"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Welcome Bay Transport Forum"/>
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="EM14 Welcome Bay Transport Forum"/>

Submission ID	<input type="text" value="EM72"/>
First name	<input type="text" value="Heather"/>
Last name	<input type="text" value="Kerr"/>
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="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	<b>EM100</b>
First name	Carole
Last name	Gordon
Individual or organisation	Organisation
Organisation name	Supa-NZ
Address 1	
Address 2	
City/Town	
ZIP/Postal Code	

Wish to speak

Comments/feedback, particularly Ch 3 and Ch 7:

**Other comments:**

Document submission	ATTACHMENT CONTAINS CONTENT
Document submission name	EM100 Supa-NZ

Submission ID	<input type="text" value="EM101"/>
First name	<input type="text" value="Nigel"/>
Last name	<input type="text" value="Tutt"/>
Individual or organisation	<input type="text" value="Organisation"/>
Organisation name	<input type="text" value="Priority One"/>
Address 1	<input type="text" value="PO Box 13057"/>
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="EM101 Priority One"/>

Submission ID	<input type="text" value="TPOL1676"/>
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 Association (Inc.)"/>
Address 1	<input type="text" value="PO Box 12 100 Penrose"/>
Address 2	<input type="text" value="326 Church St. Onehunga"/>
City/Town	<input type="text" value="Auckland"/>
ZIP/Postal Code	<input type="text" value="1642"/>

Wish to speak  
**Yes**

Comments/feedback, particularly Ch 3 and Ch 7:

**Other comments:**

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	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](http://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="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	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 submisison 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	<b>TPOL872</b>
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

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](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	TPOL552
First name	Gemma
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	<b>TPOL551</b>
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	TPOL550
First name	Peta
Last name	Surry
Individual or organisation	Individual
Organisation name	
Address 1	504 Youngson Rd
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 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

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 submisison 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="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 disrespectful.

Document submission	<input type="text"/>
Document submisison 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	<b>TPOL1216</b>
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 course 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 submission name

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	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 Snograss 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	TPOL673
First name	Robin
Last name	Coppen
Individual or organisation	Individual
Organisation name	
Address 1	62 Emeny Road
Address 2	RD 2
City/Town	Tauranga
ZIP/Postal Code	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:**

Just get it done!!!!!!!!!!

Document submission	
Document submisison 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	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	<input type="text" value="TPOL416"/>
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 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	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	<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	<b>TPOL24</b>
First name	Kathryn
Last name	Walker
Individual or organisation	Individual
Organisation name	
Address 1	189 Ballintoy park drive
Address 2	Welcome bay
City/Town	Tauranga
ZIP/Postal Code	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:**

NO COMMENT

Document submission

Document submission name

Submission ID	<b>TPOL1719</b>
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:

Oxford Dictionary definition; "a detailed proposal for doing or achieving something" " an intention or decision about what one is going to do" The proposed plan is decidedly deficient when it comes to stating longterm aims and objects. The presented proposal being little more than a tweaked regurgitation of matters already in hand. There is little ,if any , identification of longterm needs , where they will arise . Solutions to future challenges are conspicuous by their absence. Much of the content relates to existing works and immediate needs already identified. Identification of alternative transport options go unrecognised. Where are there any real suggestions as to how alternative transport options can assist both residents and visitors to better enjoy the facilities and amenities that our region offers? It is possible to address a number of Regional issues simultaneously if people think creatively e.g. creation of cycleways,walking trunks (both transport issues) if appropriate facilities are created beside waterways AND wecan protect thye same waterways from agricultural pollution at the same time. A small part of a functional creative transport concept. , There is a need to discuss the challenges all transport options will face and present "creative" possible solutions now or we will simply become another Auckland. We are already headed in that same direction. A forum needs to be created where constructive input can be made by those with greater vision and appreciation of transport challanges extending into the next 50 years NOT just tomorrow. When the creation of the TEL was signed off it was suggested Tauranga City Council and the Tauranga County Council should establish a similar link from Waihi To Tauranga. Nothing happend Wonder why we have the shambles folk encounrter today?

**Other comments:**

Communicate in a meaningful manner, Listen Try thinking laterally and creatively

Document submission

Document submisison name

Submission ID	<input type="text" value="TPOL334"/>
First name	<input type="text" value="Michael"/>
Last name	<input type="text" value="Christie"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="2/15 Eltham road"/>
Address 2	<input type="text" value="Kohimarama"/>
City/Town	<input type="text" value="Auckland"/>
ZIP/Postal Code	<input type="text" value="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:**

Document submission

Document submission name



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	<input type="text" value="TPOL1140"/>
First name	<input type="text" value="Diane"/>
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="331 plummers point road"/>
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:

**Other comments:**

Document submission

Document submission name

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="TPOL433"/>
First name	<input type="text" value="Rae"/>
Last name	<input type="text" value="O'Hara"/>
Individual or organisation	<input type="text" value="Individual"/>
Organisation name	<input type="text"/>
Address 1	<input type="text" value="63a Lowe Rd"/>
Address 2	<input type="text" value="R D 8"/>
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:

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

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	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	<b>TPOL1017</b>
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](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	<b>TPOL1082</b>	Wish to speak <b>Yes</b>
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	

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](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	<b>TPOL486</b>
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

