

Minutes of the Regional Transport Subcommittee Regional Land Transport Plan Hearing: 10 - 12 April 2018:

- Tuesday, 10 April 2018 in the Ōmokoroa Community Church, Ōmokoroa
 - Wednesday, 11 April 2018 in Mauao Rooms 1 and 2, Bay of Plenty Regional Council, First Avenue, Tauranga
 - Thursday, 12 April 2018 in Mauao Rooms 1 and 2, Bay of Plenty Regional Council, First Avenue, Tauranga
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Present:

Chairman: Cr Stuart Crosby, Bay of Plenty Regional Council

Members: Cr Berice Julian, Kawerau District Council
Cr Andrew Iles, Whakatāne District Council
Deputy Mayor Dave Donaldson, Rotorua Lakes Council
Cr Jane Nees, Bay of Plenty Regional Council
Cr Rick Curach, Tauranga City Council

In Attendance: Bay of Plenty Regional Council:
Fiona McTavish (General Manager: Strategy & Science), Garry Maloney (Transport Policy Manager), Bron Healey (Senior Planner Transport), Kerry Gosling (Community Engagement Team Leader), Stephanie Macdonald (Senior Community Engagement Advisor), Andrew Williams (Planner Corporate Planning), Mary Norris (Planning Coordinator), Amber Rowe (Planning Administration Officer Transport), Robyn Garrett (Committee Advisor).

NZTA:
Alastair Talbot, Mark Aynsley, Nigel D'Ath
Parekawhia McLean, New Zealand Transport Agency (NZTA) (Advisor)

Apologies: Parekawhia McLean, NZTA – for Tuesday 10 April

The hearing commenced at 1.30 p.m Tuesday, 10 April 2018 in the Ōmokoroa Community Church, Ōmokoroa.

1 Welcome

Submitters and members of the public were welcomed and provided with a short health and safety briefing. Submitters were advised the hearing would be audio recorded for administration purposes only.

Chair Crosby introduced the Hearing Panel, outlined the hearing process and timeframe and thanked submitters for taking the time to engage in this process.

2 Declaration of Conflicts of Interest

The following interests were declared:

- Chair Crosby – for the submission from Rotorua Airport
- Deputy Mayor Donaldson – for the submission from Rotorua Airport.

3 Submissions

3.1 Ronald Boggiss

Tabled Document: 1

Key Points:

- Concerned about increased traffic through the Katikati Main Street
- Long delays waiting for gaps in the traffic to safely access the Main Street from side streets; had resulted in one fatality so far
- Responsible for maintaining irrigation of hanging baskets along Main Street – concerned about safety from density of traffic and exposure to pollution from exhausts emissions.

3.2 Joan Boggiss

Tabled Document: 2

Key Points:

- Raised concerns regarding safety on SH2 and supported the Katikati bypass
- Considered SH2 a driver issue and the bypass a health and safety issue. Katikati archived documents showed the development of the bypass concept since the 1940s
- Local residents should be able to access shops, park safely and use the town centre without traffic risks/hazards/noise/pollution which had a serious effect on amenity value and access to local roads.

3.3 Alan Goodyear

Tabled Document: 3

Key Points:

- Urged an early start to the Katikati bypass as it would give immediate relief to the Katikati community and through traffic
- Cheaper for trucks travelling to and from Auckland to use SH2; should have built bypass like many other similar sized towns in NZ; considered minor improvements to SH2 ineffective and diverted funds from the bypass
- Four-laning was expensive and with geotechnical problems, many streams and gullies in the area, a bypass would be easier to implement
- When asked by the panel to clarify “misguided attempts to manage traffic flows”; referred to unsuccessful attempts to increase truck usage of SH29 over the Kaimai Ranges.

3.4 **Sam Dunlop**

Key Points:

- Supported immediate construction of the Katikati bypass and the elevation of both the bypass and the safety of SH2 to Tauranga on the RLTP priority list
- Currently there was an average speed of 25km during summer from Katikati into Tauranga
- Bypass was not a new idea as a road to go around the town was surveyed in the 1920s and a stock route developed in the 1950s
- Disagreed with population and growth figures and considered growth in the area closer to 15%, not the 3% suggested by NZTA roading engineers, and that the affected population was approximately 21,000
- Provided clarification that trucks still used the road even at 25km an hour as it was cheaper than going over the Kaimai Ranges
- Provided clarification that the affected population figures should not be limited to the towns but also include the rural hinterland hence the 21,000 figure; as there was a considerable amount of residential rezoning away from the main road.

3.5 **John Giffney**

Tabled Document: 4 (PowerPoint presentation)

Key Points:

- Main concerns included lack of useful and reliable forecast; incorrect premises and statements in the Plan; not forward looking - no new routes; need for the Katikati bypass; “significant” project limit of \$1million too low
- The number of entrances/exits onto SH2 to farms, businesses and houses created significant safety hazards; e.g. compared with the Waikato expressway
- Needed a new road as SH2 could not be fixed. Auckland to Tauranga via Hamilton was not an option, as Tauranga was not a subset of Hamilton
- Plan lacked vision – needed to future forecast for 20 years’ time; but also ensure existing planned work such as the Katikati bypass could progress.

3.6 **Peter Myson**

Tabled Document: 5

Key Points:

- Had been rear-ended by a car when on a motorbike trying to turn into his own driveway, and it was sometimes impossible to exit the driveway
- Width of highway a concern – lane width was 3.05m when it should be 3.5m; narrow shoulder (less than 2m), no gravel shoulder. NZTA standards were not met between Katikati and Tauranga, and the lines of sight were poor
- Considered the Regional Council had a duty of care to minimise harm by reducing risk; i.e. SH2 must be top priority
- Safe speed limit: suggested 70km maximum, however needed to get traffic volume down and drive to the conditions.

Hearing adjourned at 2.30pm and reconvened at 2.50pm.

3.7 **John Buchanan, supported by Warren Yardley**

Tabled Document: 6

Key Points:

- Sought prioritisation of SH2 and Katikati bypass
- Safety concerns – greatest number of deaths per km of any NZ highway; used by heavy traffic due to extra cost of about \$300 per trip to use Kaimai route; few passing lanes and high number of double yellow lines; used by farm vehicles which could cause major delays; rural off-roads caused problems with turning; narrow bridges; unpredictable travel and arrival times due to traffic delays
- Narrow road, noisy, pollution all created a disincentive to sit in Katikati's Main Street cafes
- Hazardous to get out of side roads onto the Main Street
- Attempts at being an 'environment town' were not supported by the pollution from traffic.

3.8 **John Logan**

Tabled Document: 7

Key Points:

- Lived on northern fringe of Katikati; long waits to safely move out from side roads
- Preferred option was the Katikati bypass, however SH2 traffic could be improved by making changes to SH29; improve Thompsons Track; widen the Kaimai tunnel
- Exhaust fumes into Katikati Main Street a health hazard; exposure to diesel exhaust fumes linked with various diseases; serious health issue for residents
- Questioned whether bypass delays were due to objections being raised by the Katikati business community as there had been letters to the editor regarding the impacts on business of a bypass.

3.9 **David Marshall**

Tabled Document: 8

Key Points:

- Lived on a road that connected directly onto SH2, and was supported by other residents along SH2 who considered they became prisoners in own homes due to safety risk of turning out of driveways onto SH2
- SH2 had the heaviest traffic load of all roads linking to Tauranga and the Port; accidents and deaths at an all-time high
- Believed that a bypass was committed to and with the change of government, what appeared to be promised was lost
- Draft plan provided no justification for published priorities, useful forecasts not included – unable to give full scrutiny of the prioritisation. Considered consultation was poor and badly advertised, public needed more input
- Ōmokoroa - Tauranga road should be priority one, with the road to Waihī also a higher priority
- Katikati bypass also critical – alternative access to Port; safety and health issues; disincentive for development of Katikati town centre; town needed a boost with high priority for this project

- Flooding of the Uretara Stream was not common, however there was considerable delays if there was an incident as there was no other way around
- If no bypass, then the pedestrian crossing lights in Katikati should be further discussed.

3.10 **Philip Christophersen**

Tabled Document: 9

Key Points:

- Katikati resident; concerned about resident safety - particularly pedestrian safety from the Highfields Crossing area and crossing the Uretara Bridge. Town a place for people, not cars
- Understood that 61 new houses were proposed to be built at Highfields.

3.11 **Brian Miller**

Tabled Document: 10

Key Points:

- Aongatete resident. Considered it an urgent need to replace SH2 from Katikati to Tauranga and its priority rating should be increased
- Road had outlived its usefulness; had not kept pace with traffic density and had gone backwards with longer travel times, higher risk and inconsistent trip usage
- Could fund the road individually and collectively – budget for it; use road taxes, tolls or user charges
- Community support for tolls – some reluctance, with a need for education, publicity and change of user psychology.

Heating adjourned 3.15pm and reconvened 3.30pm.

3.12 **Nancy Robinson**

Tabled Document: 11

Key Points:

- Katikati resident; supported Katikati bypass
- Health hazard from emission of fumes and noise of traffic, especially heavy trucks
- Increased traffic density through Katikati – 99% of traffic passing through, needed an alternative route to avoid the main street; bypass would remove the need for trucks to slow down, e.g. logging trucks on the way to the port
- Safety issues, particularly parking and children cycling to school
- 50 years since an alternative route was promoted and promised
- Priority should be to address safety issues in Katikati, not to accommodate leisure walkers/cyclists.

3.13 **Graham Sparling 3.35**

Tabled Document: 12

Key Points:

- Long-term Katikati resident; Katikati bypass was needed urgently – low ranking was disappointing
- Huge increase in SH2 traffic would only get worse with expansion of the Port and logging, any other solution difficult
- Vibrations and pollution from traffic made Katikati town centre unpleasant, a bypass would reduce heavy traffic flow through town
- Urged Subcommittee to give the Katikati urban project high priority, ahead of cycleways.

3.14 **Ruth Sparling 3.40**

Tabled Document: 13

Key Points:

- Katikati resident; requested increased priority for the Katikati bypass
- Katikati was no longer a pleasant place to shop and visit – only one safe place to cross road; traffic noise and pollution
- Unable to do decent mural tour due to the noise of the traffic
- Trucks would use a bypass to avoid the bottleneck; impossible to turn right onto the main street from side roads.

3.15 **Bill Murphy**

Key Points:

- Four laning of SH2 to Omokoroa was necessary. Northern Arterial vital as a major arterial into the Port
- Needed to address the road and interchange to support the residential development planned in Omokoroa
- Safety of road – decreasing speed without increasing capacity would lead to gridlock and accidents due to frustration
- Minor safety measures not sufficient – needed a proper median barrier and four laning from Omokoroa to Tauranga – top priority, then address issue of Katikati
- Questioned whether the road was too difficult to fix due to side access issue; and suggested building side roads with access points onto SH2.

3.16 **Marilyn Roberts**

Key Points:

- Waihi Beach resident. Considered that Activity 6: Waihi Beach to Omokoroa and Activity 15; Katikati Urban should be in the top five priorities
- SH2 was a deadly highway and actions proposed were superficial – with the increase in traffic, the road would be a bottleneck again within 10 years. Vehicles on side roads from new subdivisions were unable to turn right onto SH2
- Safety and environmental issues not just economic, Katikati bypass would limit the effects of noise and fumes and would be safer, particularly for pedestrians and children. Bypass long overdue

- Waihi Beach not on any Regional Council plans and policies, although residents paid rates. Regional Land Transport should influence inclusiveness, not exclude Waihi Beach as a community
- Should be more consideration of rail and sea options, particularly sea transport from Waihi Beach to Tauranga. Needed much bigger picture.

3.17 **Anne Billing**

Tabled Document: 14

Key Points:

- Took life in hands when using her car – turning onto or off SH2 was dangerous, particularly waiting in the middle of the road to turn into driveways or side roads
- Pollution and noise in Katikati town centre was significant, dangerous to cross road, families went elsewhere to shop. Wanted a main street that was clean, safe, and free of through traffic; where a resident could walk/ride/skateboard; wanted an inclusive community, not a community divided by an un-crossable road
- Traffic a main contributor to region's economic growth, however not by sacrificing Katikati. Drop of priority for bypass showed lack of understanding and appreciation for Katikati community and residents
- SH2 from Waihi to Tauranga inadequate for type and volume of traffic, and unsafe with lives being risked daily
- Questioned whether it was practical to pull off to the side of the road rather than wait in the middle.

3.18 **Mike Williams**

Tabled Document: 15

Key Points:

- List of preferred works and priority order was confusing
- Priorities for SH2 and Tauriko should be reversed. SH2 was vulnerable through lack of resilience e.g. bridge being out, accident could disrupt access to Tauranga for a significant period of time. 10.1% of SH2 traffic was heavy traffic – traffic over SH29/Kaimais was half this volume
- Katikati bypass necessary – Government Policy Statement (GPS) – Katikati did not meet any of the four criteria. Public health benefits of reducing emissions; noise/pollution/lack of ambience in town centre. Trucks one per minute – more traffic than SH29 and other parts of SH2 south
- More emphasis needed on safety and resilience when prioritising
- Considered the SH2 corridor had more potential for urban growth than SH29
- Acknowledged the priority attached to Tauriko West to enable housing development, however considered that Tauriko was still some way off being developed as consents were not yet granted.

3.19 **Michael Fisher**

Key Points:

- Appalled that consideration be given to dropping new highway down to a lower level given the dangers of this highway and when funds were already committed
- All public officials had a duty of care to look after their citizens and users of this highway

- Must retain high priority.

Hearing adjourned 4.38pm and reconvened 5.10pm.

3.20 Ross Godkin

Tabled Document: 16 (PowerPoint presentation)

Key Points:

- Ōmokoroa resident for over 20 years and travelled to Mt Maunganui daily for work - now left half an hour earlier due to increased travel time
- Looked at priorities and weightings and considered higher rating should be given to road safety. Strategic objectives were not reflected in the priority list; considered there were inconsistencies for rating/weighting of projects; hard to see how the priority list had been derived
- Safety should be the No. 1 priority. Katikati to Tauranga - 18 deaths in 4 years, highest in NZ but this did not reflect in priorities
- NZTA data traffic count – daily average in SH2 at Te Puna was over 20,000, highest 43,000; SH29 over the Kaimais 15,000 highest day – this traffic volume should reflect in priority in funding spent. SH2 incorrectly classified – performing the duty of a national road and was one of the busiest roads in NZ
- SmartGrowth had a disconnect with urban development – SH2 in its current form would not support growth. Needed to make it the No. 1 priority.

3.21 Vicki Knell

Tabled Document: 17

Key Points:

- Principal at the local Omokoroa Primary School and an accident survivor
- Disappointed that SH2 activities were rated at 6 and 11 – should be two top priorities
- Accidents and injuries were not a new issue for this road but had been made worse by increased volume. No room for human error, the road prevented any chance of taking avoidance action. Huge safety concerns from local communities
- Section of SH2 classified as Grade 2 – not fit for purpose. Nothing less than a northern arterial route would suffice.

3.22 Warwick Murray

Key Points:

- Local resident. Needed to address the carnage on this stretch of road, to give it higher priority, particularly from Omokoroa to Tauranga
- This stretch of SH2 was one of the busiest roads in the country and would get busier given the consented development coming online; one of highest accident rates in the country which was getting worse. The 20 deaths were not just statistics but involved real people and bereaved families
- Little effort had been made to ensure roading infrastructure was in place to cater for growth. Could anticipate growth in other areas to assist economic growth but not for this road when it was necessary for safety

- Should not prioritise economic growth over public safety. SH2 was never designed to cater for current volume of traffic – structurally could not accommodate the traffic safely
- Consideration of a new road should be top priority.

3.23 **Roger Stiles**

Tabled Document: 18

Key Points:

- Katikati resident - was assured that the Katikati bypass would start in 2009, 10 years later and still waiting
- Traffic volume through Katikati Main Street was a concern. The Plan had not taken consideration of the Katikati community's interest – Main Street was the focus for about 10,000 people around the town, some retailers had given up due to noise and pollution from traffic
- Had researched other town bypasses – improved cultural, social and commercial activity in those areas
- Problem was not only caused by traffic from Auckland – significant amount of locally generated traffic from five major packhouses, 3000 trucks of kiwifruit to port, many other local and regional truck movements through Katikati's Main Street.

3.24 **Richard Comyn and Beth Bowden (Te Puna Heartland)**

Key Points:

- Reprioritise weightings to reflect 40% safety/30% community interest/30% connectivity
- Omokoroa-Tauranga TNL was ready to go; Tauriko not. Significant population growth from 2013 census for Te Puna
- Noted the Vital Signs Survey – Western Bay at large wanted to use their local roads with improved safety; supported improved public transport; liked to cycle and walk – but needed to get to somewhere to do this by car.
- Life determined by timing, traffic flows and noise off SH2. Roads should provide good social and connection impact on communities rather than have negative impact.

Adjourned 5.55pm; reconvened 6.15pm.

3.25 **Chris Reynolds**

Key Points:

- Omokoroa resident and traffic engineer
- SH2 Omokoroa-Tauranga was carrying more capacity than was classified for
- Considered that being assigned a Priority 11 was a function of the problem - oriented planning process with the problems not being right
- Needed to drive prioritisation with numbers e.g. commute time increased 5 mins a day every year for last 5 years; 4.3 crashes every month – prioritising on the numbers could be defended
- WBOPDC was not doing their job; abrogated their responsibility to build roads – no alternative to SH2. North of the Wairoa Bridge had a disconnected non-network with one road

- The Chair noted an issue with the problem definition, if started with wrong problems ended up with wrong solutions.

3.26 **Jenny Hobbs**

Tabled Document: 19 and 20

Key Points:

- Chair of Katikati Community Board, member of various other community organisations – spoke on behalf of the community; needed the Katikati bypass now
- Initially the through traffic was useful for developing the town, however by 1986 only 16% of traffic was stopping in town
- Promised bypass did not eventuate: businesses that should have thrived had closed; noise and emissions pollution; extremely dangerous particularly for kids and elderly; independent life limited by SH2 – too dangerous to drive
- Community vision – based on the construction of the bypass; instead had a dirty industrial strip town with very few social opportunities, not the vision desired and expressed
- Consistent and loud community support for a bypass - three petitions signed by more than 20,000 people; traffic surveys done by volunteers, collated archive history of the bypass
- Dissociation caused by SH through middle of town created a dysfunctional town centre environment; building the bypass was a matter of social justice and the right thing to do – for the environment, for safety, for community identity – would bring the “Paint the Picture vision” to life and support Katikati being an environmental centre of excellence
- Questioned air quality measurements/monitoring – nothing at this stage as had gained approval for bypass so did not pursue air quality monitoring – portable shipping container monitoring system from Council would have to sit in the main street.

3.27 **Peter Maddison**

Key Points:

- Increased priority of environmental objective - susceptibility of roads to environmental damage with issues of flooding and landslips
- Looked at better integration of land transport throughout the region – mixture of land/sea/air to move freight to get goods to market; use of new scheduling technology; coastal barging for logs
- Public transport – not much in Katikati; needed better linkages through to main bus system, particularly for older population in rest homes
- To link up several projects on SH2 to make one major project and increase priority
- Traffic came to a halt in Katikati, concerned about pollution from trucks, safety of crossing road. Bypass was a no-brainer.

Hearing adjourned 6.40pm and reconvened 7pm.

3.28 Murray Grainger

Tabled Documents: 21 and 22 petition

Key Points:

- Omokoroa Community Board Chairman, supported by a 6,093 signature petition. The petition was formally received by Chair Crosby on behalf of the hearing sub-committee. An electronic version would be provided
- Noted the deep community concern regarding SH2 between Omokoroa and Tauranga e.g. the large number of Facebook members of the “Fix the Bloody Road Page”
- Minister of Transport had stated that whilst it would be an arm’s length decision by NZTA, there was every chance that if the Regional Transport Committee (RTC) prioritised SH2, then work could happen – this was a clear message to RTC to prioritise for funding
- Needed to be consistent with the Government Policy Statement (GPS): to focus on safety and reducing injury – SH2 had highest accident rate in the region; to focus on economic efficiency – SH2 needed to improve resilience to mitigate resilience risk; enhance economic growth - develop transport connections for routes important for exports; safety - safer intersections, enhance tourist safety
- Asked that these factors be addressed for SH2 and the high growth urban areas along it. Tauriko – 6 years off before development impacted; Omokoroa was happening now
- Omokoroa community asked for and needed a 4-lane expressway and a proper interchange at the Omokoroa/SH2 intersection – must be assigned top priority.

3.29 Neil Rogers

Key Points:

- Chair of Whakamarama Community Inc. - had lived on SH2 the last 30 years, heavy vehicle engineer
- Advised that 800 cars exited daily out of Whakamarama onto SH2, with a traffic volume of 20,000 cars. Intersections were outdated and a risk to users, recent changes had not improved flow
- SH29 was not a viable alternative for SH2
- Significant population living in rural areas around Te Puna, Apata, Minden, Whakamarama – considered that the plan focused on the settlements and towns with not enough attention paid to residents who lived along the “spine” of SH2
- W2T Te Puna - Omokoroa – should raise priority. Safety concerns – safety not properly considered, must be No. 1 priority. High traffic flows – no other single lane road that had such a high traffic volume; dangerous intersections; increased population growth; no alternative to the Wairoa Bridge if the bridge was out of action
- Goodall Road – requested that it be listed - could possibly be eligible for funding as a Māori road
- Chair Crosby outlined the RLTP process and timeline and noted that NZTA would issue a new national LTP in August 2018.

3.30 **Matthew Farrell**

Tabled Document: 23

Key Points:

- Prefaced his comments by noting he had been aware of layers of bureaucracy involved and that nothing was intended personally. Part of the “Fix the Bloody Road Campaign”, Editor of Lizard Magazine
- Draft plan showed a disconnect with the wider community; unhappy local electors demanded radical reprioritisation – with Omokoroa-Tauranga and the Katikati bypass being top priorities
- Omokoroa had been identified by SmartGrowth in 1991 for urban development, yet Tauriko now leapfrogged Omokoroa in the roading priorities
- No pre-consultation or significant engagement with the community
- Death statistics particularly high for this stretch of road – it was not the road causing the accidents but was killing people as the road design was not safe e.g. no median barrier; bad drivers and bad road – both needed addressing
- Housing growth had already occurred in the area; unpredictability of arrival times was hindering industry and education
- Draft plan showed lack of foresight and common sense, to target investment where needed
- Noted wide and committed community support, would take direct action if needed. Urged residents to check subcommittee members’ conflicts of interest.

The hearing adjourned at 7.30pm.

The hearing reconvened at 9.30 a.m. Wednesday, 11 April 2018 in Mauao Rooms 1 and 2, Bay of Plenty Regional Council, First Avenue, Tauranga.

3.31 Carol Bourn

Key Points:

- Whakamarama resident for 19 years
- SH2 Katikati-Tauranga not designed for traffic volume, insufficient overtaking opportunities, difficult to turn onto had poorly designed intersections, too narrow, no shoulder and narrow bridges. New subdivisions and residential growth would create even more traffic
- Needed to be a priority. Accident statistics clearly showed the road was unsafe, with 20 deaths. Needed a 4-lane safe road
- The Subcommittee clarified that it was a delegation of the Regional Transport Committee which involved other local authorities and NZTA not just the Regional Council
- In response to questions from the Subcommittee Members considered:
 - the current road could not be safely fixed as there was no room and too narrow – needed a new four lane road
 - existing road was too narrow for 4-laning. Purchased existing property 20 years ago and was given plans for a four-lane highway to be built within 10 years which finished at the Omokoroa turn-off, using land for a new four lane highway parallel to the existing road
 - Was told by Council at the time that it would be done in 10 years – first the Bethlehem roundabout then the four lane road; now No.11 on the priority list.

3.32 Thomas Bowater

Key Points:

- Lived on Snodgrass Road then Esdaile Road; during past 4 years the family had used SH2 at least 40 times a week, into school and work. Perilous and risky when entering SH2, very short decision making time. Finding alternative rural routes to get into town
- Needed to physically separate the traffic, drivers made mistakes; infrastructure had not caught up with increased demand and development. Very nervous about safety of driving in the future
- Needed to act now, cost to do work would only increase – needed to make the decision to spend the money
- Questioned the view on tolls as a user pays mechanism – supported tolls, taxation could not meet everything
- In response to questions did not support imposing a moratorium on the development of urban growth along SH2 but needed to sort infrastructure at the same time, doing nothing was ridiculous.

3.33 **Sean Lett**

Key Points:

- Four laning of SH2 from Tauranga-Omokoroa needed to be moved to top priority. People died on a road not fit for purpose. Had often been the first at the scene of an accident
- Did not understand how a cycleway could get a higher priority than a killer road
- Minor safety measures not sufficient, needed four lanes; also an increased police presence. Supported use of tolls if necessary
- In response to questions considered 4 lanes would help as lessen traffic density when getting in/out of his driveway and police presence would slow traffic down.

3.34 **Robert Cross**

Tabled Documents: 24

Key Points:

- Accessed SH2 from the Whakamarama shops intersection. Growth continued unabated in the district; all access roads to SH2 substandard
- Accident on Te Puna bridge would cause major traffic disruption, loss of productivity particularly for the port
- Major accident statistics extremely high, death rate very high. Most dangerous road in NZ – required immediate action to reduce the number of accidents and make the road safer. Needed to make SH2 No. 1 priority.

3.35 **Bryony Cross**

Key Points:

- SH2 woefully inadequate for usage. Single lane; expanding residential development; port expansion; traffic delays/accidents; traffic times trebled; high private car usage due to lack of public transport
- Minor safety improvements not sufficient – needed to be addressed with a high prioritisation
- In response to questions considered four laning the existing road would fix it, with appropriate bridgeways/access points
- The Chairman clarified that the Subcommittee was not just a Regional Council subcommittee but included other local authorities and noted that WBOPDC had chosen not to be on the Subcommittee.

3.36 **Anne Henry**

Tabled Documents: 25 and 26 (PowerPoint presentation)

Key Points:

- Katikati bypass needed to be higher priority. Considered it was a lack of consultation with the Katikati community; dispirited at delaying of bypass
- Businesses were affected by crawling traffic; health and safety (noise/emissions/accident risk) issues with the volume of traffic going through Katikati; impacted on feel and amenity of the main street for residents.

3.37 **Glen Crowther**

Key Points:

- Needed to factor in climate change, reduce emissions. Needed to elevate importance of environment when considering investment; multi-modal – electric and public transport. Plan would increase emissions, inconsistent with government's priorities; did not address reducing emissions by 1/3 by 2030, not the type of shift needed, especially for freight and trades – diesel emissions
- Urban form for liveable cities – was the crux of challenge in WBOP. Needed to rethink model of land use and transport, stop replicating what has failed in the past – needed big picture for land use development to drive down emissions and deal with congestion. Needed higher weighting than 10% for environment and liveable cities; also affordability more than 5%
- Needed to align RLTP with other documents e.g. WBOP Transport Blueprint, Tauranga Transport Programme
- School bus services – community still unhappy, should be addressed in the RLTP. Cycleways a big help but would not get current kids onto bikes – would be the next generation
- In response to questions was unsure 4-laning SH2 Tauranga-Omokoroa would be sufficient – was an old model of simply making more road to address volume. Supported safety improvements, bus lanes, multi-modal approach needed for this corridor
- Did not consider it was possible to compromise on climate outcomes to allow for housing catch-up and then focus on emission reduction as areas of Tauranga would be adversely affected by climate change and could not delay. Needed better community engagement around innovative housing solutions; infrastructure to serve needs of people.

3.38 **Grant Turner - National Road Carriers Association (NRC)**

Tabled Documents: 27 and 28

Key Points:

- Executive Officer of NRC, resident of Pāpāmoa; 14-vehicle road transport business, industry advisor for 11 years
- Thousands of heavy trucks operated in the region daily. Drivers had limited driving hours per day – maximum 13 hours, therefore traffic and holdups were a major concern. A 20 minute delay could necessitate employment of more drivers. Saving on travel times made a huge difference to businesses and operators
- Needed safe efficient movement of freight; strategic and resilient roads that were efficient and provided connectivity; through traffic separated from heavy commercial/industrial traffic
- Hundreds of businesses in BOP supported by increased freight trips; with economic growth and port growth the freight task would increase – some would move by rail and sea but majority would continue to move by road – road share of freight would not diminish. Needed roads that were safe and that would support efficient freight movement
- In response to questions regarding the use of SH29 for heavy traffic rather than SH2; advised that SH2 was a shorter distance from Auckland-Tauranga; gradient of Kaimais was a deterrent especially if fully loaded – slower, increased fuel consumption and wear and tear. SH29 better designed for heavy traffic – but needed to make that route more attractive and more economic to drivers

- Truck drivers did not want to be seen as holding traffic up and creating environmental hazards; had improved emissions technology now
- Clarified that the NRC Association would be submitting on the draft GPS
- In response to questions relating to trucks rolling being a driver or road issue considered it a driver issue but other factors came into it such as roll on bends, slower advisory speeds for trucks, further education for drivers.

3.39 **Caryn Shearer**

Key Points:

- Spoke as a parent; travelled the road from Whakamarama to Tauranga multiple times a day; the road was not safe. School buses not always sufficient, had to drive
- Needed a 4-lane highway with safe entry and exit points; increased volume of cars on the road – could take over an hour to get into Bethlehem when it should take 15 minutes only. New residential developments would increase volume and increase risk.

3.40 **Corina Godkin**

Key Points:

- 21-year resident of Omokoroa; drove to Katikati for work for 10 years.
- Omokoroa intersection disgraceful, particularly if turning right; no visibility, could not see vehicles from all directions; volume of traffic both ways had increased significantly; problem compounded by trade/industry vehicles turning into Omokoroa
- Essential infrastructure had not supported growth in Omokoroa despite SmartGrowth commitment to upgrade key roads to support urban growth
- Accidents at Apata closed the road, detours created confusion – needed to improve safety by reducing speed and having 4 lanes.

3.41 **Ross Goodwin**

Key Points:

- Long-term resident; wanted the 4-lane highway from Omokoroa-Tauranga reinstated as No. 1 priority as population had increased significantly.
- SH2 did not cater for amount of traffic on the road – it was decided it needed upgrading back in 1993 with land purchaed from 1993 onwards to build a new 4-lane road
- Residents very frustrated at the constant delays and downgrading of this project; deep community concern and support for SH2 to be addressed and the 4-lane road built.

Adjourned 11.10am; reconvened 11.35am.

3.42 **Jeff Fletcher**

Key Points:

- Represented the Te Tumu Landowners group; 3 main landowners in the Te Tumu urban growth area. Supported the ranking given to Pāpāmoa East

projects and wanted to see the ranking maintained. Notification of the Te Tumu plan change expected later this year

- Kaituna Link Project – supported this being maintained in the RLTP and would like to see investigations progressed as part of this plan. Would give connectivity from Te Tumu east, to Whakatāne, to the airport
- Plan should recognise the need for an integrated multi-modal network across the Eastern Bay, aspire to get more people onto public transport and out of cars; Vital Signs Survey results was a strong signal that the future for this sub-region should be anchored with a better public transport network and connectivity. Integration with Tauranga, the CBD and other sub-region townships was vital; link Te Tumu to Te Puke and Pāpāmoa; needed to ensure future public transport planning and multi-modal network linked between local authorities
- In response to queries regarding the impact of development at Te Tumu on trips into Tauranga; advised that extensive traffic modelling had been done and was being done in the development of Te Tumu; aimed to increase multi-modal transport from 2% to 10%. In time, the development of a Te Tumu town centre would have a positive impact on trips; work/learn/play in Te Tumu, schools already being planned
- When questioned on how to encourage people out of cars and onto public transport suggested there was no magic bullet however needed to make the bus network more regular and convenient, provide wifi, little things build up to make a viable option.

3.43 **Francis Pauwels Toi EDA**

Key Points:

- Needed to consider the growth in Eastern Bay and the impact on employment, transport and logistics. Needed to be prepared for future change and growth, particularly with kiwifruit/aquaculture/forestry and the implications for freight and impact on the port
- Needed a study to look at how things would move – air/road/sea/rail – capital was there. Needed this group/plan to focus on drivers of transport logistics in the region and the various sub-regions
- Weather events and bridge restrictions could cause major delays and closures on the road to Gisborne
- Mōtū Trail – plans for it to connect through to Whakatāne, into Kawerau then Tarawera and Rotorua. Housing implications, needed to look at investment.
- Subcommittee agreed that information from the commercial development sector was crucial, needed good communication
- In response to questions relating to the funding of an Eastern Bay logistics study; suggested local industries and agencies as well as local authorities to look at funding.

3.44 **Dan Kneebone Port of Tauranga**

Speaker on behalf: Mark Appeldorn

Tabled Documents: 29 and 30

Key Points:

- Congestion on local roads impacted on the port activity. To keep port growth in context, port development not necessarily impacting on road movements as some growth was transshipment-based and so never on the road network; and

there had been significant increases in rail volume. Congestion on Hewletts Rd and Totara St was of particular concern

- Read from brief of evidence provided. Broad endorsement of priorities; urgent attention on localised congestion
- Recurrent traffic delays had significant impact on port activities and business even from one part of the port to another; weekday traffic movements impacted localised Port access. 2km congestion extended in each direction – Hewletts Road/Totara Street/Harbour Bridge
- Frequency and coverage of delay were of concern; current operating demands already at network's peak operating capacity, local traffic growth demands expected to increase but already operating at local network capacity. Increased volume combined with increased delays resulted in intermittent incident disruption to the network and therefore the port
- Incident statistics showed higher crash density nearer to port, especially the Hewletts and Totara intersections; considered weather and poor visibility contributing factors
- Clarification sought regarding impacts of use of and movement of containers – road impacts mainly from the empty container depot on Totara Street, most freight increase not on the roads
- In response to questions regarding the port's contribution to costs of ensuring access to Port; considered having discussions with Tauranga City Council regarding the port's access points. Was happy to participate in any public transport conversation. Considered priority would be to fix the Mt Maunganui side, east into the port, first. Noted that configuration of intersections to avoid all interactions happening at one intersection could help with Hewletts Road congestion; highlighted the challenges converging on the urban network near port
- Subcommittee noted the need for constant engagement with the commercial/industrial sector
- In response to questions regarding movements from storage to port from the off-port storage on south side of Hewletts and off Totara; clarified that not large numbers with container movements but acknowledged impact from the Hewletts Rd log yards – logs fed through to Mt Maunganui port; containers fed through to Sulphur Point
- Responded the port was a 24-hour/7 days freight distribution operation; with no operational constraints from noise.

3.45 **Allan Sole Waihi Beach Community Group**

Tabled Document: 31

Key Points:

- Considered Waihi Beach a forgotten area by Regional Council and transport development. Travelled the furthest on SH2 into Tauranga, now constantly in queues. Could take over an hour to get in, 30% longer travel time
- Strongly supported the Katikati bypass and the improvement of the Omokoroa intersection, both should be in top 5 ranking. Waihi Beach contributed to the gridlock and pollution problems in Katikati
- Concept of “safer crashes” with less injuries. Increased policing to modify drivers' behaviour on the road; needed more pull-off areas for slower vehicles e.g. rural machinery
- Thanked Regional Council for the bus service, would like to see it grow and develop, expansion into Waihi very helpful

- Should be included in the Blueprint, felt like Waihi Beach sat outside many regional services.

3.46 **Jan Booyesen Community Trails**

Tabled Documents: 32

Key Points:

- Supported cycleways. Needed to move away from car-centric model and cost-centred model onto public transport and onto bikes
- Smarter use of technology e.g. a booking system for bus trips – provided with a ride when needed
- Cycling was an alternative – timeframes were too long, fast-track initiatives e.g. Omokoroa – Bethlehem link; Tauranga eastern link currently ended up nowhere and needed to link to Pāpāmoa
- Looked at tourism in Western Bay - ncrease tourist spend in area by providing a link from Rotorua to Waihi Beach, i.e, provide a multi-day ride.

3.47 **Ross Paterson**

Key Points:

- Has travelled SH2 Omokoroa-Tauranga for 45 years
- Noted bad timing of the GPS and that the change of direction in the GPS created anxiety for this process and submitters. The move of capital away from roads threatened work around SH2; priority on safety was good but not a bandaid for Omokoroa-Tauranga road - safety was paramount but did not want the government to get away with minor touch-ups. SH2 has done its service, now not fit for purpose, considered a 2 star road. Make work on Te Puna-Omokoroa No. 1. priority. Safety refinements were good but would not be sufficient in the long run
- Was Northern Link needed to continue and should be linked with Te Puna/Omokoroa and be No. 1 priority. Needed to keep pressure on, preliminary work done, purchases made – needed to hold to commitments made for the Northern Link
- Problem with the Omokoroa/SH2 intersection, needed a strong engineering solution – could not wait, needed addressing immediately.

3.48 **Bill Wasley SmartGrowth**

Tabled Documents: 33 and 34

Key Points:

- Western Bay of Plenty sub-region story – facilitated growth - future development policy required; 43,000 new dwellings in the sub-region over the next 30 years. Needed to provide housing but also identify needed infrastructure to support the housing development – needed to ensure integrated approaches such as Omokoroa and the Northern Link were implemented
- Smartgrowth strategy 2004 was supported by all partners, including NZTA and WBOPDC, thought and planning went into deciding where growth was to occur, infrastructure needed included 4-laning from Te Puna to Omokoroa - transport had not delivered. Needed to address those areas already underway where commitments have been made as well as future planning

- Connectivity of urban development needed higher priority; alignment of various development plans and key projects to support growth development e.g. WBOPDC and SmartGrowth
- Regional Investment Oversight Group established (including Subcommittee members Crs:Nees and Crosby); objective of how to deliver collaboratively and seamlessly to keep up with growth and community expectations
- Chair Crosby agreed that the Western Bay had been let down by NZTA, focus being shifted to SH29/SH1 (strategy to four-lane SH1 to Tauranga and link up with the Waikato expressway) had let down SH2 development -one partner letting down a collaborative process. Local authorities doing the right thing by the community and were let down by agency and central government.
- Fearful this could happen with other proposed growth areas e.g. Tauriko; needed to go to the top; ministerial engagement was key and had worked well in the past. Clear messaging from local authorities - needed support by good policy advice.

3.49 **Anna Larsen Welcome Bay Transport Forum**

Key Points:

- Residents concerned and frustrated with the commute from Welcome Bay.
- 15th Avenue/Turret Road should be given upgraded priority (not necessarily 4-laning, maybe tidal 3rd lane in the middle); appreciated that making more roads would not solve environmental problems with cars, but needed an immediate solution
- School traffic a real issue – to reinstate free school buses. Go back to Ministry of Education collectively to discuss funding. Previously 500 students at Tauranga Intermediate would catch the bus; 300 alone from Welcome Bay; now has dropped to 250 in total using Tauranga Intermediate buses – 50% drop in use. Free busses would free up Western Bay traffic, currently was cheaper to drive two kids into town to school than put them on the bus
- Supported a trial of free commuter bus service; even getting one commuter out of a car one day a week would make a difference to traffic congestion
- Proposed Welcome Bay bus lane – unlikely to make any significant difference to travel time; to remove median strip which had safety implications. Needed a separated cycleway from Welcome Bay to the city
- The congestion and delays had effects on productivity, on time-sensitive jobs, on the environment, on other services
- In response to a query considered a targeted rate to provide free bus services was a better investment than building more roads. How it was framed to the community was important
- In response to providing information regarding the drop-off in bus usage at Tauranga Intermediate would try to provide statistics however was a variable figure as different in morning and afternoon

3.50 **Mayor Garry Webber**

Speakers: Gary Allis

Tabled Documents: 35 (PowerPoint presentation)

Key Points:

- Criteria weighting – safety 40%, route efficiency 30%, quality of life 30% - SH2 Omokoroa-Tauranga clearly ticked the box for safety(deaths)/access (side roads)

- Omokoroa had been in planning documents since 1991 as a growth area, including upgrading SH2: 4-laning, Omokoroa intersection, Katikati bypass. Acknowledged while there was a need at Tauriko questioned how could it be higher priority than Omokoroa/SH2
- Had built up public expectation; Katikati bypass/Omokoroa intersection – already approved, must be reprioritised to the top of the list
- More emphasis needed on modal shift to rail; e.g. railhead for logs at Kawerau, take 36,000 log trucks movements off road
- In a competitive world for central government funding – the RLTP needed to be the most compelling one that NZTA and the Minister would read
- Death wish for Western Bay district if road works not undertaken now; had a responsibility to the community to do everything possible to make it happen.

3.51 **Carole Gordon SuperNZ**

Key Points:

- People should be a greater focus in land transport planning. Significant growth of over-65 population in the region, plan for transport systems for longevity and public transport that served the community
- Quality of living standard for wellbeing – intergenerational concept – transport had a significant part to play in this. Looked at the culture the draft plan portrayed – pictures of young active males which questioned values of inclusivity, equity and diversity
- Needed to be more future focussed; Western Bay was one of the highest aging populations in the regions; climate change not addressed. RLTP not forward thinking
- Bay of Plenty heavily utilised road networks – unsafe for aging population, needed an age-friendly lens put on transport decisions, should be easy and stress-free to access critical services
- Transport could maintain active aging and support businesses around the silver economy, transport a key platform to enable this to happen
- Supported prioritisation of public transport which served the needs of community. Linked with Tauranga Urban Strategy, to enable aged people to access basic living services, cost of dependency enormous
- Noted that submitters contribute at own cost; advocacy not politically acceptable

Adjourned at 2pm; reconvened at 2.30pm.

3.52 **Terry Molloy New Zealand Automobile Association**

Key Points:

- In general, NZAA supported the plan; opportunities to encourage public transport; commitment to road safety
- SH2 Omokoroa-Tauranga – concerned with low priority, reprioritisation warranted due to unsafe road, residential growth, public concern, resilience outcomes, route of choice for heavy vehicles and tourists. Rated high for accident risk. Should reconsider projects from Waihi to Tauranga to increase priority to improve safety and resilience
- Noted national importance of the port and the need to ensure access to the port

3.53 **David Riley**

Key Points:

- Whakamarama resident. Urgently needed to fix SH2 Katikati-Tauranga, was an important holiday route and a vital local highway, barrier to safety of community - put at top of list
- Rural people also needed to use buses rural bus stops, park-n-rides and direct bus services
- Needed serious targets for increased cycling. Timeframes too long, design of cycling infrastructure must be better e.g. cycle lanes not disappearing at intersections. In Denmark – 62% cycle to work and school, 9% in cars.

3.54 **Larry Baldock**

Tabled Documents: 36

Key Points:

- Supported submissions from SmartGrowth and WBOPDC; supported increased priority for Omokoroa-Tauranga SH2 work
- Strategic Roding Network (SRN) – needed to be completed. Justified to focus on issues facing Tauranga urban area, 5th largest city in the country, port vital to whole country
- Ring road connections to TEL – to avoid Auckland gridlock; completion of the ring road was vital to the success and development of Tauranga
- Funding - a regional fuel tax and/or a targeted rate would not meet shortfalls, needed to unlock public wealth in the region e.g. Regional Council dividends from the Port. Port shares value could reduce if congestion/delays/traffic costs continue, needed funding sooner rather than later
- Clarified that a regional fuel tax was not the favoured option though considered people prepared to make a contribution. The committee could submit to the GPS on funding alternatives.

3.55 **Don Thwaites**

Tabled Documents: 37

Key Points:

- Identified was a Regional Transport Committee member but needed to make a submission to the Plan as has lived on SH2 for 45 years and brother was killed on this road. Eight deaths on the 2km stretch beyond the current endpoint of the TEL alone
- Ranking not appropriate for Omokoroa-Tauranga road; fatalities highest in the country
- Property purchased along the road to extend the TNL could clear four more dangerous intersections. Turning extremely hazardous, sightlines were not there
- Omokoroa – one exit point onto a busy state highway, 1500 houses and 1000 more being developed
- SH2 – current safety measures not sufficient, 4-lane highway was what was needed. Reinstate as No.1 priority, send a strong clear message; action needed and long overdue
- Clarified that No. 1 priority would be 18km TNL; agreed an easy immediate fix would be to extend TNL by a further 2km to address four more intersections.

3.56 **John Turner**

Tabled Documents: 38

Key Points:

- Resident off Plummers Point Road
- Safety must be the paramount reason for decision making, responsibility to save lives. Never enough money in any organisation, have to get the priorities right
- Omokoroa and Plummers Point access to SH2 – No. 1 priority for spending
Flyovers to access SH2 seemed simple and cost-effective

3.57 **Sharni Wilson**

Key Points:

- Katikati-Tauranga needed to be prioritised, a four-lane motorway required
- Lived in Bethlehem, travelled frequently to Auckland – considered it a scary unsafe piece of road.

3.58 **Ad van Gorp**

Key Points:

- SH2 Katikati-Tauranga needed priority, subdivisions increasing, safety decreasing. Should consider safety and liveability not just economics. Needed to be addressed immediately, even if started now there would be a time lag.

3.59 **Vivette Bradley**

Key Points:

- Needed a four lane bypass with median barriers from Omokoroa-Tauranga
- Had six children (four driving) and elderly parents in Omokoroa, forced to make risky decisions every day. No longer family friendly or safe area, was considering moving
- Make the road safe – do it right and do it now, no longer fit for purpose.

3.60 **Rina Francis**

Tabled Documents: 39

Key Points:

- Omokoroa resident, friend killed on SH2, husband was a volunteer fireman
- Four lane highway with median barrier would go a long way to significantly reducing accidents; road was currently not fit for purpose. Drivers made mistakes but the traffic volume meant there was no leeway and no way to take evasive action – consequences severe if driver mistake.

3.61 **Andrew Hollis Fix the Bloody Road**

Key Points:

- Has lived in the SH2 Tauranga-Katikati area for a considerable time and had seen the change from gravel roads to sealed side roads – still one road to fix.
- 20 deaths in 8 years from Wairoa Bridge to Katikati, needed to be four lanes with a median barrier

- SH2 was a local road used for shopping, school, and sports; a regional link between towns and communities and a state highway used for freight and tourism. Bounced between authorities and agencies, no one taking responsibility
- Tauranga/Omokoroa work could start immediately, land already bought and owned
- Not up to state highway standards in parts (too narrow); current safety upgrades causing more safety issues. As new subdivisions were populated, accidents and fatalities would increase with increased traffic volumes. Four lanes and median barrier would not necessarily decrease injury but would decrease fatalities and severity of injury
- Would escalate protest action if needed to direct action, currently following due process.

3.62 **Nigel Tutt Priority One**

Key Points:

- Broadly supported the RLTP
- Transport crisis – high growth both in population and economic, called for planning on a scale never needed before. Focus should be on getting as much done as soon as possible
- Needed to leverage balance sheet and take risks – be judged on actions not strategies. Transport was business No.1 constraint. Congested transport network affected ability to move goods around. Should not forget about freight – busiest port, kiwifruit expansion would not come by train. Needed to fix areas broken right now e.g. Hewlett and Turret Roads
- Feasibility study to clarify whether light rail on or off the table
- Agreed with multi modal approach. Needed a shift in philosophy in the region, needed to be strong leaders, transport single largest issue
- Questioned funding tools for transport infrastructure; looked at public-private partnerships; Regional Council balance sheet; business willingness to pay for transport
- Questioned Priority 1 support for initiatives such as travel plans for workplaces, flexible hours, car alternatives to lessen peak time congestion – happy to lobby and advocate, share good stories.

3.63 **Megan Ryan (and children)**

Key Points:

- Omokoroa resident and teacher. Needed a safe road from Tauranga to Omokoroa. 20 years ago property was purchased for changes to be made and has been put off. Now caught in traffic to go 2km on the main road; right turn onto SH2 too dangerous
- Road was not designed for volume of traffic – 26,000 traffic movements daily average, designed for 3000, could not handle it. Driver error, but margins provided no leeway, no room to move, needed four lanes and concrete barrier in middle. Needed proper on and off ramps
- Understood that projects had to be prioritised but questioned how a cycleway could be higher priority than a fatal road
- Residential development in Omokoroa without roading infrastructure – Omokoroa Road would be a better road than SH2; being ranked 11 not acceptable.

3.64 **Nicola Newton**

Key Points:

- Owned a swim school on Plummers Point Road. Majority of families attending swimming lessons travelled on SH2, as do staff. Traffic had reached proportions and was no longer safe
- Needed a 4-lane bypass built within a reasonable timeframe; speed limits reduced; greater police presence; increased signage; safety improvements at intersections
- Duty to provide a safe environment and workplace as business owner, councils had the same duty to residents.

3.65 **Michael Newton**

Key Points:

- Plummers Point resident for over 40 years. Area much busier, but the road has not changed, was now commuter belt area not rural
- Kiwifruit grower, seen results of road accidents - 10 people have died within 100m of one of his orchards, mainly in last 5 years. Amount of traffic made it one of the most dangerous roads he had seen in the world.

3.66 **Craig Clarke**

Key Points:

- Increased priority for SH2 Omokoroa-Tauranga. Lived on SH2 with access directly onto SH2, took a risk every time he left the property; mail delivery and rubbish collection hit and miss as considered too dangerous to pull over
- Growth in traffic particularly noticeable in last three years with increased noise and increased speed; decreased police presence; road not designed for sheer volume of traffic. Trucks now often 58t when road was designed for 30t. More weight on trucks as shortage of drivers
- Omokoroa and Katikati were still growing, traffic volume would keep increasing, would get completely gridlocked if road not addressed
- Fix the road now – four lanes, median barrier, safe access on and off.

3.67 **John Watt**

Tabled Documents: 40

Key Points:

- Investment Logic Mapping (ILM) process – concerned that road safety was not emphasised enough. Draft GPS now out – strategic direction had safety and access as two main priorities – to reduce road trauma and crash severity. Disagreed with priority percentage given to safety with the ILM process
- SH2 to Katikati should be highest ranking
- Current speed limits from Waihī to Tauranga not safe for side road access.
- Road tunnel under Kaimais should be on agenda – present road over the Kaimais was sub-alpine, weather could cause havoc
- Omokoroa-Te Puna should be No. 1; the Katikati bypass No. 2; Waihī to Omokoroa No.3; these three should have priority over everything else
- Subcommittee noted that there would likely be a new weighting as a result of the GPS; ILM driven out of Treasury. Would need to see how NZTA balanced

decrease in state highway funding with the increase in regional road and safety funding.

3.68 **Jude Reyland**

Also speaking on behalf of neighbour Janet Reid.

Key Points:

- SH2 to Katikati needed to be higher priority. No room for human error; traffic too fast when trying to exit/enter SH2
- Impacted on Katikati - traffic noise; trucks increased, traffic volume increased. Also tourist drivers; log trucks, tradies, tractors, school traffic – holiday traffic bumper to bumper
- Increased development in Katikati/Omokoroa/Te Puna; truck drivers preferred SH2 to SH29; dreadful accident statistics
- Safety should be No. 1 consideration. Needed a well-designed and well-built four lane highway with median barrier and safe on/off points
- Needed to prioritise the Katikati bypass and a four lane highway to meet with the TNL.

3.69 **Rae O'Hara**

Key Points:

- SH2 between Te Puna, Omokoroa and Bethlehem was not safe or fit for traffic volume. Road would soon be a limiting factor in regional growth, 20 minute drive takes 45 minutes, economically a hindrance as well as unsafe – no confidence would reach end point
- Road needed to be highest on priority list, needed four lanes from Katikati to Bethlehem; effective interim safety measures; address dangerous intersections e.g. Omokoroa, Snodgrass, Plummers Point and Quarry roads. Needed increased police presence
- Use Paeroa roundabout as a model for temporary fix.

3.70 **John Garwood**

Key Points:

- Supported Jo Wills' submission
- More fast charge points for electric cars; supported light rail service, look at Tauranga commuter rail e.g. from Omokoroa and the Eastern Bay. Should consider how to progress getting Kiwirail as part of transport planning
- Subcommittee noted that Kiwirail had been invited to attend RTC meetings, had not been successful in getting them to more than one meeting a year
- Needed to put pressure on Minister of Transport, to look at a railcar system. Could have sidings to cater for smaller trains. Alternative to roads.

3.71 **Stephen Parr**

Tabled Documents: 41

Key Points:

- From Welcome Bay. Believed Turret Road/15th Avenue needed solving. Route into schools and hospital – one hour every day to do 7 km

- Mismatch between vehicles driving down 15th Avenue to those coming up, needed tidal flow consideration as was very strong in one direction at certain times of the day.
- Reinstate free school buses for Welcome Bay; free bus trial to test patronage
- Subcommittee advised that Tauranga City Council was investigating tidal flow on Turret Road bridge – if feasible would be pursued. Whangaparoa was a test case at the moment
- In response to questions considered the currently proposed dedicated bus lane in Welcome Bay from James Cook to Meadowviews too short, needed to demonstrate that the bus could get into town more quickly than by car.

The hearing adjourned at 5.55 pm.

The hearing reconvened at 9.30 a.m. Thursday, 12 April 2018 in Mauao Rooms 1 and 2, Bay of Plenty Regional Council, First Avenue, Tauranga.

Resolved:

That the Regional Transport Committee Regional Land Transport Plan Hearing Sub-committee, under its delegated authority, accepts late submissions for consideration.

**Crosby/Curach
CARRIED.**

3.72 Heidi Hughes Greater Tauranga

Speakers: Leann Taylor

Tabled Documents: 42 and 43 (PowerPoint presentation)

Key Points:

- Greater Tauranga had tried to demystify the Land Transport Plan; 1048 submissions from the community and recommended key changes:
 - Transport agencies worked with same vision however 10-year goals. Greater Tauranga vision – healthy, friendly, vibrant, sustainable, equitable city. Most important change in transport use was with next generation. Transport Centre of Excellence did not go far enough, needed a new model not business as usual. Needed shared vision and bold integrated transport and urban planning; community integration in decision making process critical citing Queenstown model
 - Modern, quick, easy to use bus service. Double investment on public transport infrastructure, align bus services with bus infrastructure – align Public Transport Blueprint and TGA Transport Plan. Did not support move to light rail until buses were full. Achieve bus rapid transit on key routes e.g. city loop; joined approach to interchanges
 - Supported a free school bus trial for Bay of Plenty region. Needed safe effective fast free school services. Huge difference in traffic on school holidays. Parents driving kids to school would put kids on buses if free. Buses (students) late to school due to congestion, in some cases 40 minutes late. Get kids used to public transport so is a normal choice for them when older
 - Supported an intercity train Auckland/Hamilton/Tauranga; implications for business travel. Front foot location of a train station, to consider importance of integrating this
 - Build cycle network in 10 years not 30. Needed a safe connected network
 - Fund redesign of Cameron Road, important corridor to get right for business and entrance to the city
- The Subcommittee noted that the Regional Council's new bus contract had been extended to include school bus services
- In response to questions whether Greater Tauranga had jointly approached central government with Greater Auckland about free school bus funding; there

was alignment but different regional goals, supported each other where mutually affected e.g. intercity rail, school buses not high on agenda

- Suggested free bus trial could bring out minor issues to sort out e.g. best options for stops; identify possible blockages.

3.73 **Zespri**

Tabled Documents: 44 (PowerPoint presentation)

Key Points:

- Protecting freight corridors in and out of port long term was critical as kiwifruit was a growth industry
- Containers had to be trucked into the port which would grow exponentially as the industry developed as forecasted.

3.74 **TKL**

Tabled Documents: 44 (Part of Zespri PowerPoint)

Key Points:

- Owned by post-harvest operators in the Bay of Plenty region
- Key points: fleet productivity; road user safety; cost
- 700 truck movements a day in the region; annually about 50,000 truck movements in and out of the port. Two key routes: east – Te Puke/Ōpōtiki/Edgecumbe – significant number from Te Puke packhouses, would not use TEL; northern arterial along SH2 – consequences of an incident involving a heavy vehicle more severe, delay was significant – dropped a load per day per truck into the port – added 13% cost
- Encouraged better use of resource already available e.g. bus lanes on Hewletts Rd; dedicated cycleways on Totara St – was already very congested, an all-day issue not just peak time issue
- Kiwifruit – 100% value added within the region, economic value huge. Needed to appreciate the scale of the kiwifruit business and impact on Bay of Plenty and New Zealand
- Subcommittee noted that commercial decisions did not always flow through to the infrastructure providers which was an ongoing engagement issue
- Did not consider movement of containers by rail was viable from the east as no rail network linked close to packhouses – doubled cost of getting product to the wharf if included putting in rail infrastructure.

Adjourned at 10.40am; reconvened at 11.05am.

3.75 **Milton Clare**

Key Points:

- Concerned about prioritisation of SH2, particularly four-laning. Understood GPS would have a big impact; would like to see lobbying by Regional Council and SmartGrowth
- Encouraged support of SmartGrowth but concerned the northern corridor had missed out, development had been based on collaboration with SmartGrowth and WBOPDC. Potentially 300 sites in Omokoroa would impact on SH2; part of

Stage 2 of the Omokoroa SmartGrowth Strategy was formalised in 2007 by sewerage connection with plan operative in 2010; relied on landowners to commit to development. Feasibility study showed marginal return for developers and access was a significant factor in that assessment

- SH2 – was planned to have 4-laning completed by time development started, with TNL and Te Puna-Omokoroa. Now was a major uncertainty for developers; potentially large numbers of new residents' impact on infrastructure; also cost implications if development not taken up. Needed clear direction of what would happen to provide certainty for the market
- Access and resilience, safety, energy and economic efficiency, affordability – queried how SH2 to Omokoroa could be No. 11 on the priority list when these objectives were considered
- Special Housing Area in this area could only go ahead once the infrastructure had been planned.

3.76 **Felicity van der Lee**

Tabled Document: 45

Key Points:

- From Te Puna, supported using Park and Ride facilities in conjunction with rail
- Land was available at Apata next to railway e.g. Wellington – railway and buses and ParknRide. Rail from Waihi and Katikati could linked towns together.

3.77 **Jo Wills Sustainability Options**

Key Points:

- Congestion increased by freight movement but needed to prioritise movement of people; safety and liveability needed to be emphasised. Needed to align the RLTP and GPS
- Public transport should be so frequent that you did not require timetables, should also be affordable
- Active transport should be given higher priority; also environmental objectives such as emissions reduction
- Noted support for extension and electrification of rail.

3.78 **Rowan Little - Rotorua Airport**

Subcommittee members Crs: Crosby and Donaldson did not participate in discussion of this submission due to declared conflicts of interest;

Cr Crosby vacated the Chair and Cr Nees assumed the Chair.

Speakers: Mark Gibb and Rowan Little

Key Points:

- Provided background: 100% owned by Rotorua Lakes Council, 250,000 passengers annually; mix of business and tourist; flight schedule increased 6% per annum, growth 4% per annum; rental car and helicopter operations on site. Was a requirement to develop the land not utilised by flight operations. Issues with Te Ngae Road – needed to ensure this road worked for access to airport
- Ensure future growth was not hindered by lack of investment and growth in transport infrastructure; free flow of transport into CBD from airport; needed to know where entry/exit points onto Te Ngae Road and SH30 were; congestion

and safety. Needed to make most of growth, not be limited by road restrictions into town. The airport was being redeveloped, positive and lasting first impression – needed to support this impression with trip into town

- Transport planning should facilitate growth and operation of the airport; to give effect to the Rotorua Spatial Plan, Connect Rotorua and Infrastructure Strategy
- SH30 was a key freight transport route; also expected residential development out to the east of Rotorua along Te Ngae Road. Needed to recognise and plan for this with road infrastructure - supported this recognition in the RLTP; would like the SH30 Eastern Corridor Connect Rotorua to be increased in priority – area of urban growth, tourism, significant business from airport
- Suggested a new KPI/specific indicator should be included for Rotorua Airport. Reduce traffic congestion on SH33 with a measurable objective under the Plan; key strategic corridor should be identified
- Crucial to integrate airport as it had significant impact on and from traffic movements; key partner agencies needed to work together to collaborate, identify Rotorua Airport as a key partner
- Supported Eastern Corridor Project inclusion; funding already committed to Stage 1; keep as priority. Generally supportive of draft RLTP.

Cr Crosby assumed the Chair.

3.79 **Mark Wassung**

Tabled Documents: 46 and 47 and 48 (PowerPoint presentation)

Key Points:

- Bold multi-modal vision needed, about people and the community. Lack of enthusiasm/creativity/connectivity in RLTP. Cross organisational collaboration critical, needed to tap into community creativity, had engaged with stakeholders to change the thinking,
- Bring services together – aggregate around a multi-modal station, to become a destination. Critical to interact with the local communities e.g. Welcome Bay community as they knew where their bus stops should be, where the pinch points were. Community would get it right if involved
- Suggested actions: set up a stakeholder group that reflected broader community; 3D model base for transport network; make public transport about the people; implement the Goldline for seniors for community connectivity; use trials to test feasibility; Coronation Park multi-modal station was a kickstart; protect cycleways and light rail corridors now; redline around TGA urban sprawl, focus on intensification; overlap urban form and transport; include Māori Iwi and Hapū; bold and visionary not mediocre; connected to tourism activities e.g. port by rail; give people options; involve the Port in collaboration; Regional Council was an enabler, leader and catalyst
- In response when asked by the Subcommittee for suggestions on the RLTP document itself suggested it would need to catch attention and sell the case and was happy to be communicated with on this.

3.80 **Phil Shoemack**

Tabled Documents: 49 (PowerPoint presentation)

Key Points:

- Transport had a huge impact on quality of life and wellbeing, clear interaction between transport and health. Would like to see transport planning being more

focussed around needs of people, especially those who did not have cars or were transport challenged with disability.

- Right transport solutions had a positive effect on mental health; if wrong, could be a barrier e.g. roads separated people.
- Climate change – transport was a significant contributor
- Current health outcomes – if mode share similar to Wellington, there would be 50 fewer premature deaths per year in Tauranga. Road crash trauma only part of impacts from transport e.g. physical inactivity and wider community health problems
- Good transport network could help Improve community health outcomes and free up funding for other things
- Prevention – future costs of healthcare were unsustainable
- Pleased “healthy” was in vision; environmental sustainability and safety also part of public health. Needed to reduce speed, invest in public transport, better walking/cycling infrastructure, get freight off roads and onto rail
- Needed to be aspirational and measurable with objectives. Targets for mode share on an annual basis
- Separate out infrastructure spending on walking and cycling
- Clarified that there was no specific data on effects on health from air pollution from heavy traffic in Katikati.

3.81 **Margo McCarthy**

Speakers: Laoise (daughter)

Tabled Documents: 50

Key Points:

- Knew how many people were killed on SH2, always asked when her parents would be home so she knew when to start worrying; had her driver’s licence – possibility of a fatal crash high – did not want to be just another person on the road who might not come home
- Road was not safe, needed to stop head-on crashes, impact of driver error
- Questioned how the most fatal road in New Zealand could be less priority than a cycleway.

3.82 **Nikki Johnson Kiwifruit Growers**

Key Points:

- Industry doubled in size; transport link to port was crucial. Needed reliable and efficient transport network for growers, both for business and personal lives
- Needed better emphasis on safety and economic efficiency which was part of quality of life
- SH2 prioritisation was out of step

3.83 **Glen Crowther Sustainable Business Network**

Key Points:

- Considered the RLTP downplayed environmental aspects; also needed an integrated approach between health, environment and transport
- Political climate was changing, GPS signalled fundamental changes
- Greenhouse gas emissions targets were critical. Needed to have a detailed plan about how to meet the national emissions target

- Integration between transport and land use planning needed to be more tightly integrated and look at longer term land use implications
- Look at utilisation of other modes apart from road for freight
- Targets were required to see measurable change in mode shift
- Needed big investments in infrastructure upfront including central government and users/ratepayers funding options
- Rail – Kawerau Container terminal supported. Needed to find cost effective options for low emission freight transport. Higher charge for road transport options
- Needed a clear plan to drive multi-modal change
- Copenhagen success in modal shift principles could be applied here with clear targets and community buy-in, gain momentum to overcome hurdles, find solutions. Needed policies like carbon pricing – needed central government input
- Clarified the national ride share application needed the right kind of system.

Adjourned 1.20pm; reconvened 1.55pm.

3.84 **Nicolas Hargreaves**

Key Points:

- Worked and lived along SH2 and considered SH2 dangerous everywhere. Had lost five workers in one accident, massive impacts on staff and community
- Needed a four-lane highway with median barrier. Needed it to be fit for purpose and safe. Project needed to be top priority
- Clarified that reducing the speed limit was not a serious fix, needed a new road, with safe access on and off via ramps and flyovers.
- Subcommittee noted the need to be informed of commercial decisions well in advance; was aware of the projected growth in the kiwifruit industry

3.85 **Colin Hewens**

Key Points:

- Whakamarama resident
- Considered Tauranga Northern Link should have been completed before Tauranga Eastern Link. NZTA wrong in trying to force people over Kaimais to Auckland
- SH2 should immediately become first priority, Tauriko lower down the list – good to future plan but needed to fix up existing mistakes with SH2 first.

3.86 **Max Kehoe**

Key Points:

- Could hear the damage (horns, sirens) every day out on orchard and recognised frustrations lead to mistakes and accidents
- SmartGrowth development plan for Western Bay of Plenty, northern arterial had still not happened, have been waiting for 15 plus years, based purchasing decisions on expectation of the arterial
- Fixing SH2 needed to be more important than cycleways and Tauriko

- WBOPDC had contributed by allowing so much residential development; needed affordable housing but also needed appropriate transport network for work and school.

3.87 **Ian Dustin**

Tabled Documents: 51

Key Points:

- Largely agreed with the RLTP but no mention made of the Rangiuru Industrial area and its suitability for log and kiwifruit transit. Location for picking up loads from SHs2 and 33 and moving them via rail not road
- To create a container park, connected to the port by rail, effectively loading directly onto the ship from the railhead at Rangiuru. Would eliminate need for logging trucks, environmental and economic benefits of removing trucks from the roads
- Proposed railhead design largely on Quayside land apart from one area on Seeka kiwifruit land
- Clarified which land was Seeka-owned, considered Seeka would do a deal, decision to containerise kiwifruit crop rather than coolstore already made
- Suggested inclusion of Rangiuru Business Park with a rail siding in current projects, to change historic method of getting logs to port.

3.88 **Gareth Hudson**

Tabled Documents: 52

Key Points:

- Appreciated accessibility/user friendly way to make submissions
- Pyes Pa resident and used Fraser Street now rather than Cameron Road due to congestion and concerned given that Pyes Pa had been an identified development area.
- Needed to get people out of cars onto buses, dedicated bus lanes would help
- Safety concerns with 2nd Avenue/Cameron Road intersection; also pedestrian safety when crossing Cameron Road. Cycleway needed separating
- Multi-modal transport hubs e.g. at Greerton. Needed real time information on buses, QR codes at bus stops. Flow of students from Greerton to tertiary institutions so needed to service new Waikato University campus with good public transport
- Subcommittee noted that a new ticketing system, electric buses and real time information was on its way

3.89 **David Jenkin**

Tabled Documents: 53

Key Points:

- Did not consider the need to explain why SH2 should be priority one. Expressed concern it was not in top 10 list
- Turning right into Pahoia was a lethal intersection
- Elderly father in Omokoroa would only drive between 10am and 3pm, was affecting quality of life

- When questioned on interim measures; supported lowering speed limit around junctions but did not like “sticking plaster” measures.

3.90 **Pat Jones**

Key Points:

- Lived in Welcome Bay Road/Asher Road; day to day activities now in Pāpāmoa.
- Requested buses between Welcome Bay and Pāpāmoa a couple times of due to increased population in that area
- Subcommittee noted and advised that there was a new bus contractor, bus routes were constantly reviewed, would pass submission on to Public Transport team for their consideration.

Adjourned 3.10pm; reconvened 3.40pm.

3.91 **Sarah Jane Little**

Key Points:

- Worked at Ōmokoroa No.1 School, on Plummers Point Road, lived in Aongatete.
- Volume of traffic on this short stretch of road was high. No safe access on or exit off; slow traffic caused build up and frustration which led to risk taking. No margin of error with narrow road and bridges, no shoulders, no median barrier. Feared for children. Needed to increase priority of four lane highway with median strip from Katikati to Tauranga
- When questioned on truck driver behaviour; considered truckies generally aware of other drivers as they made their living on the road – but still succumbed to frustration and undertook unsafe passing manoeuvres, had not experienced excessive air horn use.

3.92 **Alan McOnie**

Tabled Documents: 54

Key Points:

- Lived on SH2, lived just north of Katikati, access directly off SH2. Traffic volume had increased over 100% but no road improvements
- Traffic volume on SH2 had increased over 500% from 1975 – 2017. Heavy vehicles 6.7% of that 2017 figure; did not take account local traffic movements and orchard packhouse generated movements. Increasing amount of urban development contributed to traffic movements; trucks started earlier now about 4am. Road never designed for these volumes of traffic
- 57 named rural road intersections and approximately 180 private residential driveways along SH2 with no turning bays provided or left lane pull overs led to inconsistent unpredictable turning behaviour
- Projects on SH29 being ranked higher than SH2 made no sense. Very high accident rates, including 45 fatalities since 2000; accident sites were spread along the whole length of the highway. Should be zero tolerance of unsafe practices
- No injury accidents should be considered as near misses and a red flag. Safety on road should be paramount. Consideration of traffic speed essential as speed

had a direct influence on crash occurrence and severity; needed policing and enforcing

- Urgently needed Katikati bypass – could take half an hour to travel into Katikati seven km north of Katikati
- Recommended full width turning lanes; speed reduction to 80km (with enforcement); heavy traffic onto SH29; improved driver education.

3.93 **Tracy Livingston**

Tabled Document: 55

Key Points:

- Whakamarama resident - witnessed accidents and narrow misses, road allowed no room for error. Had become a city road with quality and design of a country road
- Short term solutions: to reduce speed to 75/80; increase police presence; install delineator posts and separation curving – sense of a narrow road would slow people down; more signage of local speed limits; direction arrows on the road to remind to stay on the left; chevrons on the road – to show the 2-second rule following distance at the speed limit; problems with trucks – good drivers but in a rush – went faster than they should
- Reduce driver error by using data to target drivers involved in accidents e.g. young/users of alcohol and prescription meds/older drivers redo tests; change our driver culture; completely separate roads for E-cars, small cars, scooters – separate out smaller vulnerable vehicles and heavy traffic
- Supported low pollution solutions smart growth and local production to avoid transport/trucking foodstuffs by roads. Use Reserve Bank funds at little or no interest to fund vital infrastructure.

3.94 **Catherine McIntosh**

Tabled Documents: 56.

Key Points:

- Needed to act with courage, trust and integrity
- SH2 was everyone's problem was not fit for purpose
- TNL needed to cope with increased development, accident; delays to businesses and day-to-day living
- Needed a new separate state highway with all state highway safety standards met
- Needed to amend the RLTP to make the TNL/SH2 the region's No. 1 priority
- Temporary measures were ineffective – needed effective interim measures whilst TNL was being built.

The hearing closed at 4.40pm.