

10.0

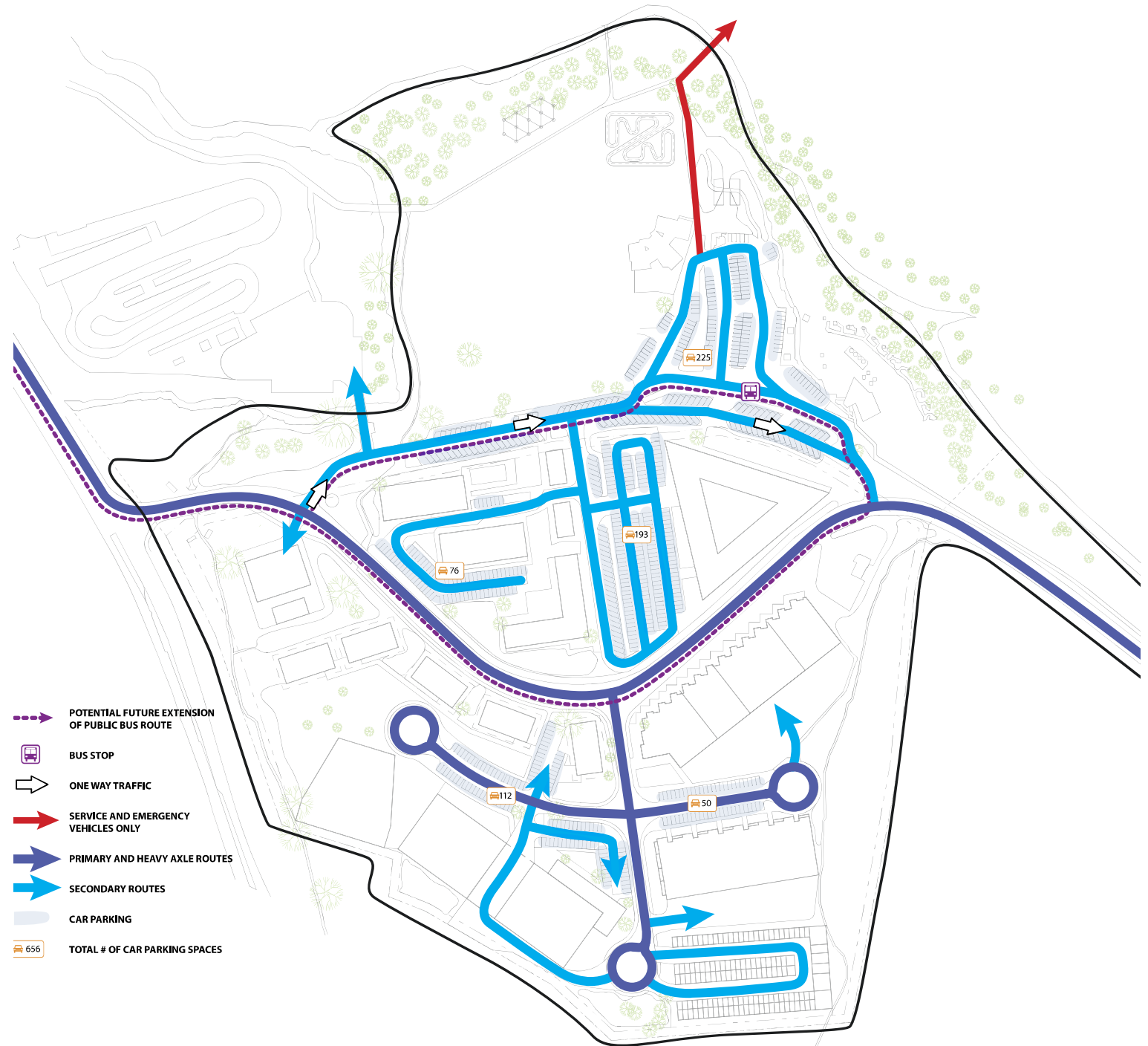
TRANSPORT AND VEHICLE

TRANSPORT

The site is near a junction point which radiates out and connects many of the central North Island cities. The site is immediately off State Highway 5, south bound to Taupo, Hawkes Bay and lower North Island. The State Highway 30 junction, approximately 150m away is south west bound connecting State Highway 1 between Tokoroa and Taupo, but also links with western side of North Island. Northern routes connect with Hamilton to the North west and Tauranga and East coast towns on the North eastern side. The section of State Highway 5 outside this site has an average daily traffic count of 6,972 vehicles per day. The section of State Highway 5 at Hemo before state highway 30 has an average daily traffic count of 13,281 per day. This intersection is within 150 metres of entry to the site an quite visible. Numbers are according to Waka Kotahi website.

Bus Routes. The Baybus public transport route does not currently serve the Waipa Valley. The nearest stop is at Toi Ohomai Institute of Technology and Te Puia, located approximately 2.1 km away, 3 minutes drive by car. There is the Te Ara Ahi cycle and walkway linking Te Puia and Toi Ohomai (via under road tunnel) to the Waipa Valley. Walking time of approximately 25 minutes and cycle time of 8 minutes.

Bypass Road. The Waipa State Mill Road had a bypass extension added at the time the current carpark was upgraded in 2017-18. This was a safety measure to keep the Heavy axle vehicles servicing the Mill away from the visitor cars and high pedestrian and cyclists.



11.0(i)

LANDSCAPING AND SUSTAINABILITY

LANDSCAPE AND SUSTAINABILITY

There is opportunity to market this development with a unique sustainability lens. The following key approaches have been considered to achieving a development a small carbon footprint and reduction in demand on infrastructure.

WOOD AS THE STAR

With Red Stags new Engineered Wood Plant this is a great opportunity to showcase innovative engineering approach to building in timber across multiple building typologies.

SUN AND POWER

We have proposed that most buildings would have an element of solar Photovoltaic (PV) power generation incorporated into and on the buildings. This will lessen the demands of peak power to the site during daylight hours.



11.0(ii)

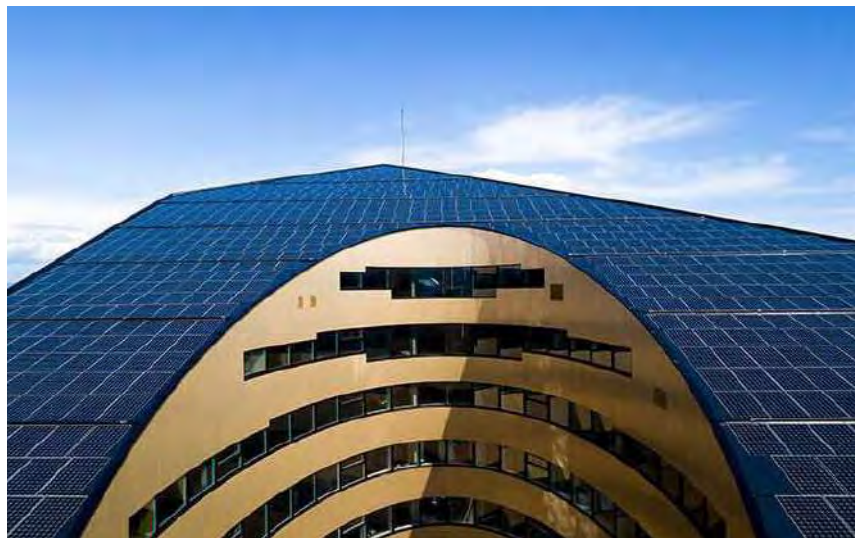
538 LANDSCAPING AND SUSTAINABILITY

WATER AND STORMWATER

The site has potential stormwater disposal challenges. If buildings are fitted with rainwater harvesting tanks, these could be used as stormwater retention tanks and allow trickle feed to streams and tributaries after heavy rainfall events. In addition, rainwater harvesting will allow for on site water collection for use in grey water applications and in particular, high use facilities such as the accommodation units for toilet flushing and swimming pool.

THE LANDSCAPE

There is opportunity to use a selection of naïve planting to enhance the forest park feel of the location. The use of stormwater swales gardens to the perimeter of carparks will allow a natural filtration of any heavy metals washed from the carparks and allow for some flood retention ability in high rainfall events.



SOLAR POWER INTEGRATION



WOOD ENGINEERING TECHNOLOGY



LANDSCAPE STORMWATER SWALES



12.0

Branding

OBJECTIVE

To create a brand that is relevant with the history, location and purpose of the site.

RESEARCH

Understand your customers and your competition.

STORY

Create connections between public, customers and your business.

IDENTITY

Design an innovative identity.

The actual location of the site is noted on maps as Waipa Valley. The carpark has been affectionately known for many years as the Waipa MTB carpark. The site was also once the location of the Waipa Village, the state owned housing that supported the Mill workers and their families for decades. The word Waipa is synonymous with the many previous and current identities for the location.

The possible Maori meaning behind the word Waipa is 'river of fortified villages'. This could be construed as meaning the encounter of a collection of buildings along the journey. The meaning appears to be an appropriate translation for this development of a collection of buildings, possibly linked by association and co-located on a pathway of discovery.

We have decided this already well-known name 'Waipa' is a key word to develop an identity for the branding. The word 'Village' has an Oxford dictionary meaning "a group of associated buildings, larger than a hamlet, smaller than a town, situated in a rural area". This appears to align with the historic use of the site as the mill workers village.

There is a strong historical and contextual connection with 'Waipa Village' as an identifier to the site.

Red Stag Investments logo is a leaping Stag. In trying to incorporate a connection between the Verry family, the established Red Stag business and the Waipa Village site, we have framed the identity of WV in a set of Stag antlers to pay homage and reference to the current landowners and developer. The combination of the WV and antlers creates a stylistic stag head logo.

At its core, the logo encompasses a simple, relevant concept, is legible instantly, and serves as a clear visual element of the brand's identity which is practical to be implemented across all media types.



Appendix E Workshop Minutes



Peka Trust and Red Stag Timber - SH5, Rotorua

Project/File: 310204109
 Date/Time: 2 March 2022 / 9:30am
 Location: Teams
 Next Meeting: TBC
 Attendees: Brigitte Nelson, Michael Hancock (Rotorua Economic Development-RED); Helen Beckett, Lau Lasike, Michael Beattie (Peka Trust); Tim Righter, Mitch Collins (Red Stag Timber), Rodney Albertyn, Kristoffer Hanson (Waka Kotahi); Stavros Michael (Rotorua Lakes Council); Mark Apeldoorn (Stantec)
 Absentees: Marty Verry (Red Stag Timber)
 Distribution: All

Safety Moment: Road Safety on SH5

Item	Action
1. Karakia by Lau Lasike	
2. Welcome and introductions around the room - MA is a consulting engineer engaged by Rotorua Economic Development to assist with facilitation and transport infrastructure planning considerations. He described the overall intention of coming together to collectively work toward defining a long-term solution for transport and infrastructure for the local corridor to facilitate land development, safety and access. Reference was made to the package of information circulated amongst everyone in advance of the meeting. - MB introduced the Peka Trust representatives: - HB – Chair of the Peka Trust, of which there are several trustees - Also represents interests for the Waitaruna Blocks (the Church land) - Noted there the 1 year harvest of pine trees on the site and the intention to replant parts of the Trust land - LL is the Financial Advisor to the Peka Trust - MB is the appointed Development Manager representing the Trust - MC introduced the Red Stag Timber representatives: - MC is the Environmental Manager for Red Stag Timber - Noted the long-term establishment of the Waipa Mill, the current production of engineered products and tourism activities. Described the intent for further growth and development in these areas, the importance of safety and the employment of about 400 people by the business. - TR described his presence for the past 25 years at the site, the initial Fletcher Challenge forest ownership, the availability of 10-25ha for development potential, the company's intentions to grow and develop, the currently planned 40-60% production increase planned within the next 10 years	

Item	Action
• SM described his role as DCE Infrastructure and Environmental Solutions RLC a range of infrastructure interests Council has, a recognition of the wide range of factors to be considered through the process, the significant development potential of the sites, the importance of environmental considerations, the need to understand and plan for the full range of utility services, the transportation relationship Council has with Waka Kotahi in relation to the road network, its performance, consistency with Government Policy direction and integration with the local roading network. He also noted that Council was itself a utilities owner and had interests from that perspective. SM indicated Council supported exploring the development proposals for the sites involving potentially commercial, industrial, tourism ventures, the provision of facilities to enable these and the relationship with mana whenua. • RA introduced the Waka Kotahi representatives: ○ RA was identified as the Planning Coordinator who will be facilitating activities through the affected party approval process. He will be coordinating participation, feedback, and engagement, He referred to the importance of a safe and efficient transport system being maintained. ○ KH is Waka Kotahi's Principal Transport Planner and will be facilitation key transport planning and policy direction together with considerations around form and function of the corridor.	
3. Outline of evolving and indicative intentions for the Peka Block – Peka Trust Representation • MB outlined the Peka Trust is a significant block of land, it forms an important part of the entrance to Rotorua City and is important it is developed in a way the City can be proud of in the future. Peka Trust is interested in the industrial development on the land and recognises the importance of connecting with the City infrastructure and transport networks. It has some early prospective developer interest which it may be looking to progress. It was noted the current indicative subdivision plans are a “first-cut” of the potential intent for the land. Peka Trust is still developing how the site will develop and connect. This work includes looking closer at utilities and services connections with the City and also those transport connections. It is looking for a rational access plan for access to the area to support planned investment. This is expected to involve development and access considerations on both frontages. • HB separately noted the presence of TrustPower/Unison? pole and line infrastructure across the site, on-going engagement with TrustPower/Unison and the current effect of that infrastructure occupying in the order of a 100ha area.	
4. Outline of evolving and indicative intentions for – Red Stag Timber Ltd • MC described the Red Stag Timber proposals including mixed use, hospitality, industrial and tourism activities as per the plans that have been circulated. The current plans for a 40-60% increase in activity by the Mill site was noted. The Mountain Bike Hub was identified as an activity that Council has a role in facilitating. It was noted there had been prior investment in electrical substations with power supply being an early challenge for the site. This had involved coordinating an initial power supply involving in the order of \$6.5M about 8 years ago. It was suggested this area of utility servicing could be a key consideration and would warrant early investigation. Topography was identified as a further challenge for the site together with current and former wetland areas. Access is quite constrained at present. There was reference to other forest owner access needing	

Item	Action
to be considered including that for Timberlands. Water supply for the site is sourced independently at present from the Hemo springs.	
5. Context for transport planning on the state highway system – Waka Kotahi - RA indicated Waka Kotahi was generally supportive of growth in this location, in accordance with the zoning. It was important that this was done in a way that maintained safety and efficiency on the transport network. Indicatively operating levels of service would be targeted at about Level of Service (LoS) C to D. Safety matters were important considerations including those related to access. The objective for safety would be to improve on the current environment outcomes notwithstanding the addition of development and introduction of additional traffic demands. It was indicated there was some awareness of the current road safety risk in the area of the Waipa State Mill Road intersection and that without committing to potential outcomes, it was likely roundabout arrangements could provide for improved safety and access as a solution. Waka Kotahi would be seeking solutions that overall minimised the number of intersections on SH5 and would expect to see some distributed utilisation of the SH30 frontage as well, acknowledging some of the geographic challenges there. - Speed reduction was identified as a key consideration in the safety outcomes, particularly given the changing context of the corridor with more urban/development forms emerging. A speed reduction assessment was identified as on Waka Kotahi's "radar" for assessment. There was a commitment to investigate any potential timings associated with this. - RA indicated standard practice is for developers to avoid, remedy or mitigate any adverse transport effects associated with their development in accordance with the requirements of the RMA. There is currently no Waka Kotahi funding approved or available for this purpose. - RA noted that as the process emerged with a preferred design solution, that Waka Kotahi could facilitate a developer agreement in relation to any works in the state highway corridor. The potential impacts arising from the RMA and any need for mitigation measures were matters to be considered.	RA
6. Overall context for discussion and collaboration – Rotorua Lakes Council SM recognised the importance of considerations under the RMA and also identified established partnership agreements such as the Connect Rotorua Agreement with Waka Kotahi. It was acknowledged there were existing deficiencies within the corridor and also recognised the land was already zoned for and supported land development outcomes. It was noted that Council was supportive of exploring and understanding further development outcome expectations for the corridor. There is a need to plan the response for land development. It was acknowledged that any identified works would involve someone having to pay at the end of the day. It was also recognised that development activity brings benefits for the City in other ways and was suggested the matters for consideration around cost, while important, would need to be addressed at a later stage. MH concurred.	
7. Collective discussion for planning how to progress the engagement going forward - The conversation moved to consider the way in which the process could be moved forward for all parties. The general discussion is summarised as follows: - MA asked Waka Kotahi about any potential forward Business Case processes.	

Item	Action
• RA advised there were potential emerging plans for a speed limit review of the corridor but the timing for this would need to be advised if there was one at present. RA advised there were no current budget provisions for works in the corridor. • KH advised there may be some longer-term considerations in relation to the Hemo roundabout, and this moving further south. He suggested the problems in the corridor needed to be workshopped, to involve a Multi-Criteria-Analysis (MCA), and to use the principles of a Business Case approach to examine these things. • MA asked the open question about a forward process involving a workshop type approach, MCA analysis, sensitivity analysis on the weighting of various criteria, all bound within a Business Case principles-based approach. • MB described that transport access was a key consideration for Peka Trust, together with water and geotechnical considerations. The need to collectively sit-down together was acknowledged. It was also acknowledged that the cost / funding considerations were important to understanding how to progress and that there were also many benefits to be considered. It was commented that a heavy industrial site may not present as the best entry to the City and the broader need to look at the opportunity for change. It was considered important the City considers how it wants to present this entry to guests coming in. Peka Trust indicated it was keen to sit down and explore these things collaboratively. • SM noted that it was important to understand the commercial development proposals better, in particular the nature of these across industrial/commercial etc. It was noted this would be helpful to informing the initial needs for utility and transport infrastructure. The underlying development assumptions will better inform the infrastructure/traffic demands. Broadly the process could involve issue identification, solution development, costing and funding considerations. Similarly, there was a need to optimise the land use potential. • MC indicated that Red Stag has earlier been made aware (October 2019) of investigations in the area. [These being related to the independent investigations by Peka Trust]. Red Stag had declined to be involved at that time. With respect to the emerging approach, involving a more strategic step back and a “square-one” approach it was keen to participate. • MA described that he could prepare a bit of a summary outline to the Business Case approach and include this for a more general appreciation of how that could be applied here. • KH noted it was important to recognise the approach being based on the “principles” of the approach and that this was not a formal Business Case in the sense of Waka Kotahi operations. RA further supported these comments. • SM suggested that Brigitte/Michael seek out further information and share this, on the matter of the Connect Rotorua agreement between Waka Kotahi and Council, its approach and objectives. He noted that RLC will work collaboratively with the parties to allow development and mana whenua interests to be realised as part of forming the big picture for the corridor and adjacent land uses. • KH noted the Business Case principles approach would involve understanding the initial drivers for change, benefits, challenges and approaches. • HB asked MA to prepare a further outline of the process and stages. • MA asked a question as to whether there were any time imperatives that needed to be factored into the considerations?	MA

Item	Action
• MB stated that there were no specific timeframes for the Pek Trust and that they would not be rushing, but rather seeking to fully understand the costs to avoid a potential stumble down the track. The intention was to plan carefully. • SM concurred with the need for careful planning. It was suggested the Red Stag proposals may need some lead-in time, a need for a concept level of understanding as humanely as possible. • MC noted there were development intentions and these need to be considered together with the safety of their workers. He noted there had been a recent crash at the Waipa State Mill Road intersection involving a worker, who thankfully was ok. An interim approach to speed management was identified as an important undertaking. • HB acknowledged the current “dangerous” condition of the SH5/SH30 intersection and related movements between it and Waipa State Mill Road. Similar concerns were acknowledged in relation to the Caltex site access, also part of the Peka Trust ownership.	
Lau closed with a karakia.	

The meeting adjourned at 10:46.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Ngā mihi nui,

STANTEC NEW ZEALAND

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Attachment A: Outline Process for a Business Case Principles Approach

Outline Process for Business Case Principles Approach

Broad guidance on a Business Case approach is set out on the Waka Kotahi website accessed via this link:

<https://www.nzta.govt.nz/planning-and-investment/learning-and-resources/business-case-approach-guidance/what-is-the-business-case-approach/>

The Information Sheet on this describes:

The BCA is a principles-based approach, rather than one based on rules. This means, because every business case is different, the BCA can be flexible and adapt to the scale and complexity of your proposed investment, while still having a consistent approach.

Supporting the principles are some behaviours that ensure the principles are applied correctly.

While these are tailored to a formal business case through the Waka Kotahi regulatory environment, it is possible to take some direction for these and their applicability / relevance to this specific process:

The overall pathway to a solution encourages collaboration. A diagram showing the overall approach is shown on the Information sheet, attached following this minute.

The process for moving through the evaluation and optioneering to generate a long-term design solution is suggested as represented on the figure on the following page. In essence it comprises the following:

- Collation of background information, partially completed already;
- Workshop 1: An Investment Logic Mapping (ILM) workshop exercise which brings together key stakeholders to ensure that there is early agreement on problems, outcomes and benefits before any investment decisions are made or a specific solution is identified. An outcome from this process could also be the production of a long list of options.

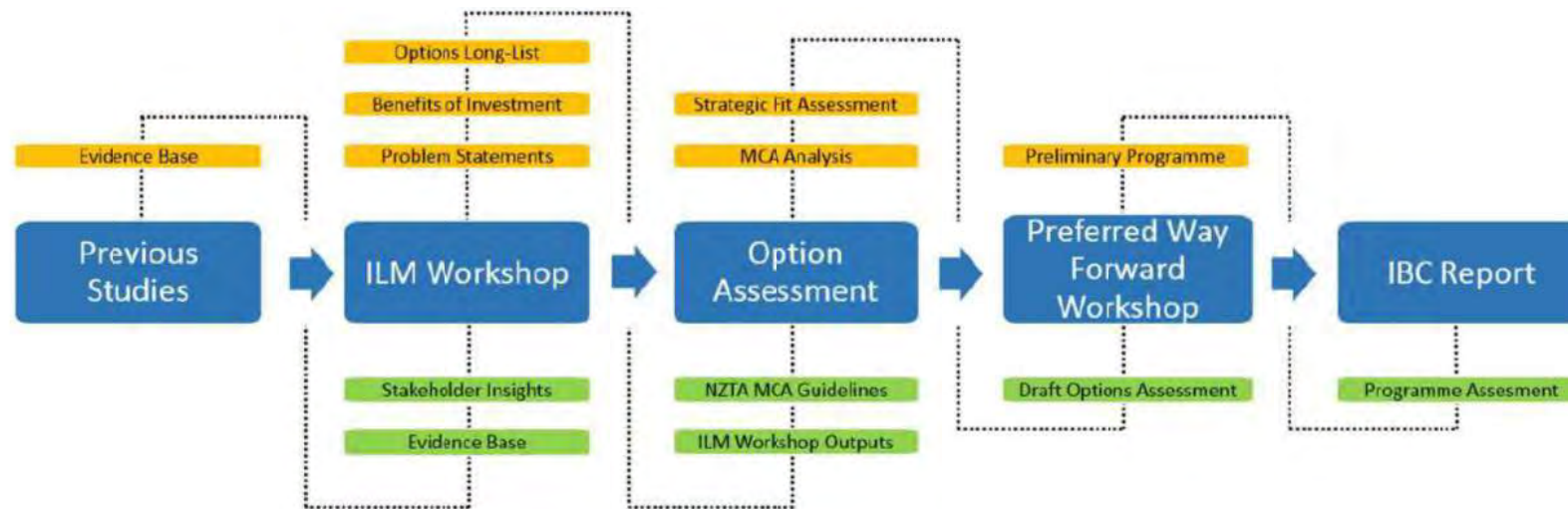
Waka Kotahi guidance on the ILM process is able to be sourced here:

<https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/processes/project-development/strategic-case/investment-logic-mapping>

- Workshop 2: Evaluation of the long list based on a multi-criteria analysis (MCA) evaluative methodology. The outcome from this step is intended to be the production of a short list of preferred options or the preferred option if it is obvious.
- Workshop 3: If required, a further and more detailed MCA evaluative process to determine the preferred long-term design solution;
- Working with stakeholders to evaluate a preferred early works package and/or staged implementation. This could be progressed through a further workshop if needed to land the preferred arrangement.

The outcome of these processes will be targeted at defining the long and short term / staged implementation solutions. There will need to be a planning step to plan the forward steps from this point forward, and therefore this is considered a reasonable hold point where a plan can be discussed and chartered for that. Those forward tasks will include considerations of such matters as costs, benefits and the funding model arrangements. It is suggested this current phase not progress beyond the hold point, and that there be further consideration once the preferred solutions is landed.

Business Case Process



SH5/SH30 ILM Workshop

Project/File: 310204109
 Date/Time: 12 May 2022 11:00am
 Location: i-Site Rotorua
 Next Meeting: TBC
 Attendees: Brigitte Nelson, Michael Hancock (Rotorua Economic Development-RED); Helen Beckett, Lau Lasike, Michael Beattie (Peka Trust); Matt Soper, Mark Apeldoorn (Stantec), Darryl Robson (Rotorua District Council), Kristoffer Hannsen, Rodney Albertyn (Waka Kotahi), Mitch Collins (Red Stag Timber)
 Apologies: Tim Richter, Marty Verry (Red Stag Timber), Mike Beattie (for Peka Trust)
 Distribution: All

Safety Moment: Road Safety on SH5

Item	Action
Karakia by Michael Hancock	
Introductions The parties introduced themselves and their representations.	
Workshop Objectives and Study Approach - MS introduced these concepts and the overall study approach with reference to the PowerPoint slide pack (attached). He described the agenda for the day and how the process was to work. - MS described the “problem” focus of this workshop and the “options” focus of the subsequent workshop, with evaluative phases to follow.	
Outcome Statement - MS described RotoruaNZ’s key outcomes, shown on the slide. - Discussion around how the various interests correlated with the “Why” statement. MC confirmed its primary interest was principally correlated with the “How” statement. - Conversation about the wider and broader city-wide benefit of the study, this corridor as the new gateway to the city. All of the city is expected to benefit from the land use and corridor planning in this environment. - MS to broaden the “Why” statement to capture these broader objectives.	MS
Context - MS outlined the broad context. - MC described that part of the red shaded area is in fact CNI land. MS to update base. - The sites are zoned for development. - Red Stag also has a resource consent for other development - e.g. high ropes etc. - Peka Trust described their most current planning scheme, staging and areas. This involves activity planned on both road frontages. No current water and reference to Unison power lines across the site were referred. Stage 1, looking at 6 to 7ha development within the next 12 months. This will be as a leasehold development. Access is planned on SH5 via the existing access or in that vicinity. Some of the current heavy industry may move back into the site. - Red Stag Timber described its interests. Existing operational relationship with Rotorua Lakes Council for some aspects, amenities etc. Development includes planning for motel	MS

Item	Action
accommodation, light industrial activities (nursery etc). Currently at about 660,000m³ per annum, expanding to over 1M m³ per annum as well. Planning for this to emerge over the next 10 years or so. No imminent rush on development plans. The indicated masterplan remains current. Increased employment on-site is expected. • Discussed and described long-term trip potential forecasts for the sites for context. • MA described 20, 40, 50,000 potential long-term daily traffic demands and two and four lane traffic corridor structure. Also described the context of Te Ngae Road corridor for comparison. • MS described the local road safety context. HB and MC described the very dangerous nature of local road safety at the intersection SH5/SH30. Waka Kotahi has more recently become aware of the environment risk. RA described some developing considerations involving speed management and thresholds as potential and temporary early interventions although nothing committed at this stage/time. • RA to inquire on the timing and consideration of road safety with Adam Francis. • HB inquired and MA described that other longer-term planning and road funding outcomes will come following these workshops and likely something that RLC (Stavros) may advance. • Red Stag asked RA if there is anything they can assist with in terms of the local road safety environment. He described ANPR and VSID speed reporting signs are measures they are progressing within their site environment. RA to follow up and respond. WK would be targeting LOS C-D outcomes with multi-modal safety outcomes. • RLC indicated concerns about the road safety environment. Concerns in relation to Death and Serious Incident (DSI) incidents. Cycle crossing of the high-speed environment is recognised as unsafe. Te Ara Ahi cycle way vs use of the existing state highway environment. • MS described a sudden increase to 8 injury crashes on the state highway and intersection in the last year.	RA RA
Issues Identification for the Trusts • Matters workshoped on the whiteboard and recorded on the presentation document. • Key themes: ○ Access/efficiency ○ Enabling staged development ○ Safety ○ Development Constraints	
Issue Ranking: Peka Trust • 1. Safety • 2. Access/efficiency • 3. Enabling staged development Red Stag Timber • 1. Enabling staged development • 2. Safety • 3. Access/efficiency Waka Kotahi • 1. Safety	

Item	Action
2. Access/efficiency 3. Enabling staged development Waka Kotahi Challenge – what is the most important thing for the development lands? 1. Access/efficiency 2. Enabling early development – moved to a sub issue of Access/efficiency 3. Safety Overall - all agreed 1. Access/efficiency (70%) – noting enabling early development included within this category. 2 Safety (30%)	
Michael closed with a karakia.	

The meeting adjourned at 2:30pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Ngā mihi nui,

STANTEC NEW ZEALAND

Attachment A: ILM Workshop Presentation Slide Package

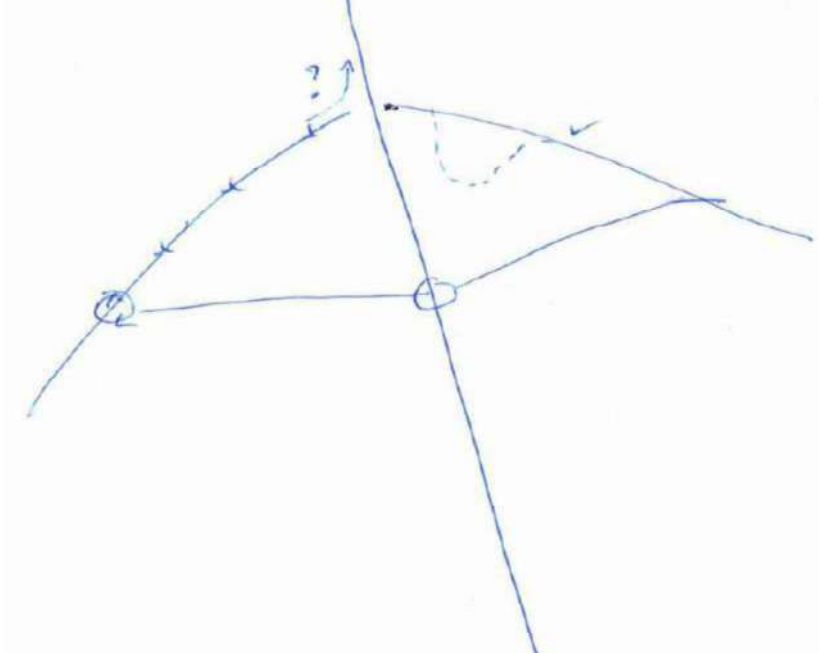
SH5/SH30 ILM Workshop

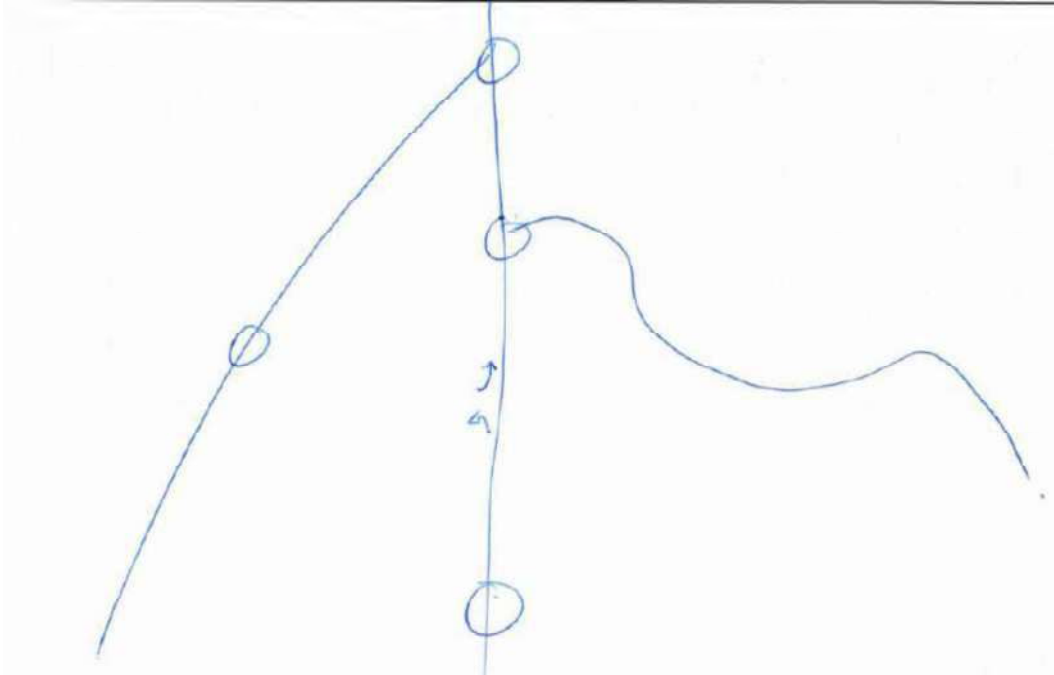
Project/File: 310204109
 Date/Time: 11am – 2pm 16 June 2022
 Location: i-Site Rotorua
 Next Meeting: TBC
 Attendees: Brigitte Nelson, Michael Hancock (Rotorua Economic Development-RED)
 Helen Beckett, Lau Lasike, Andrew Cusabs, Mike Beattie (Peka Trust)
 Mark Apeldoorn, Paul Tarrant (Stantec)
 Stavros Michael (Rotorua District Council)
 Kristoffer Hannsen, Frankie Evans (Waka Kotahi)
 Tim Richter, Mitch Collins (Red Stag Timber)
 Apologies: Marty Verry (Red Stag Timber), Matt Soper (Stantec), Rodney Albertyn (Waka Kotahi)
 Distribution: All

Item	Action
Facilitator: Mark Apeldoorn Karakia: Michael Hancock	-
Karakia and Introductions	
Review of Investment Logic Map	
General comments: • Speed limits consultation undertaken in 2017, but no current proposals. • Any speed limit change is likely to require its own business case. • Red Stag plan to expand production by 40% over 5 years' time and asked if the estimates trip generation reflect this proposal? Stantec confirmed that it does. • Safety and potential for risk avoidance to be captured as part of the MCA. • Road capacity has not been an issue that has impacted growth and development on the Red Stag site in the past. • Query around how wellbeing is being captured economically: ○ Consideration of whether Maori land development enables other social outcomes. ○ Waka Kotahi noted that additional intersections can have negative impact on emissions and other wellbeing factors.	
Constraints	
• Uncertainty about the light green shade land use zoning north of SH30 near SH5 ○ RLC advised it was likely reserve, noting possible constraints associated with roading in this area to be considered. • Waka Kotahi happy to adopt AustRoads guidelines in terms of design standards and guidelines. Generally, every region has a District Plan that establishes the roading (access spacing) rules for that area. • No constraints have been identified as being significant enough to stop development.	

Item	Action
Long list	
General observation to correct was noted as being the blue road connects up to the yellow road by Red Stag. MA to have these corrected on the base plan set and going forward. The various options were then discussed in terms of the constraints and benefits that were evident in each. Do Nothing/ Do Minimum - Consider the need to evaluate the various criteria (access/safety/efficiency etc) in a table in terms of its effects for each of the Waka Kotahi/Red Stag/ Peka Trust/Council as affected parties. - Consider the different functions of corridors, i.e.: safety considerations may not be as significant an issue on SH30 corridor. There is no one standard template. - Do minimum should not allow an increase in DSI's. As such roundabouts may be required for the Do Minimum. - Do-Minimum should enable permitted land activities Option 1: Move SH30 Key comments included the following: - Not solving issues as moving the traffic to another part of the highway. - There is a lot of elevation on the BMX park to be overcome in linking with the intersection. - Risk regarding the soft soil composite at this location. - Waka Kotahi wants as few intersections as possible. Option 1A - Add slip lane SH30 to SH5 - Potential for access from SH30 - SH30 southern road is not on Peka Land – Family Trust - Does solve the intersection issues - Waka Kotahi: - Prefer access at Waipa State Mill Road to existing SH30 road intersection - Confluence of streams on pump track site - Elevation challenge on Pump track site - Prefer southern access to Peka block - Peka – could develop south first – not optimal - Need staged access using existing Caltex access - WK - Prefer one access location for sites - Prefer SH30 as access location at SH5 intersection would not work - Prefer staged start & close at later date if needed - Peka – issue crossing whenua land - Water impact is an issue - Wider Iwi consultation outcomes would need to be considered - Could be case anywhere	

Item	Action
Option 1B: • Good separation on SH5 • Peka SH5 – does not support staged access to Peka ○ 800m separation good on SH30 ○ Discussion on old “Paper Road” alignment, no longer a Paper Road, not on any titles at present • Risk of rat-run between SH5 and SH30 • SH5 & SH30 intersection forms? Preference for roundabouts in order to align with a safe system approach. <u>OPTION 2: MOVE WAIPA STATE MILL ROAD</u> Key discussions included the following: • A lot more development, possible multiple crossings, elevation issue • Join the blue line on Waipa State Mill Road to the SH30/SH5 intersection, have a roundabout instead of an intersection • Potentially challenging to deliver. • Another access into Peka block is required. • Q: what is proposed in this area long-term in terms of ground shaping? ○ In time there will be earthworks constraints. The Industrial sections have to be on flat land. Need to find the justification of the cost. Option 2A: • Impact on BMX Site • Red Stag ○ Impact on link through the development site ○ Elevation at SH30 a challenge ○ Dissecting Development Land • Blue line bypass Red Stag site – linking back up to SH30 would work. ○ Incline could be achieved • Peka site: ○ Peka – Roundabout not a suitable access place to Peka Block. ○ WK – Inadequate intersection SH5 ○ Peka SH5 – support long term staged greater separation of intersections ○ Caltex L-in L-out an option long term, but would be sunk cost in a roundabout there initially if later removed • Peka SH30 – anticipates good outcome ○ Internal road more logical at the existing road formation south of the site on SH30, noting this is not Peka owned land. • SH5 supports good access to Peka (AC) • Consider CNI link to Red Stag – see later option with roundabout • Consider SH30 link through Peka site to the Caltex crossing place as an option with a roundabout. It does introduce another intersection mid-block on SH5 • Red Stag Timber – This arrangement changes the Red Stag key entry that they have spent significant sums establishing to date	

Item	Action
• Peka would look at a different land use zoning outcome if the cut-across link was proposed through the Helen Becket block • Request consideration of this as an option, per the following:  <u>Option 2B:</u> • Expensive construction option • Support for roundabout SH5/30 as shown • WK – good SH5 outcome ○ Internal arrangements need to be as per Peka proposal ○ Rat-run risk etc • Large earthworks and \$ in southern Peka block to form this • Sections need to be flat for Industrial sites on Peka block • Waipa State Mill Road needs to link to bypass loop internally, not cut across as shown in yellow • Show yellow as SH and blue as local roads • Peka: Caltex access needs to remain L-in L-out long term • Staged development capability is key <u>OPTION 3: REALIGN WAIPA STATE MILL ROAD TO THE SOUTH:</u> Key discussions included the following: • Does not solve the intersection problem, not ideal how the road goes across Red Stag land. • Trucks have to travel a long way up the roads to get access. • Possible to put a give way on SH5? • Potential second roundabout south of the existing roundabout. <u>Option 3A:</u>	

Item	Action
• SH5 / SH30 give-way not solved • Not good Red Stag access arrangement • Crosses Red Stag wetland area • Peka Trust: turns access into a more significant part of the development planning • Long travel for internal trucks to the south on Peka site • RDC – Does provide safe SH5 access for sites • CNI would need to be consulted in terms of land crossing on Red Stag side • Tennant access not attractive both sides • If a roundabout at south Peka block, this would be a difficult solution for Red Stag to connect to • Consider following option with a 2nd roundabout south on SH30  • Not sure if this is achievable cost-wise. You need to make sure the distance is not too far out of context from the SH5/30 intersection. • Good idea to keep residence and industry separate, some logic having to bridges and dual frontage access to the Peka block <u>Workshop developed OPTION 4</u>	

Item	Action
The diagram is a hand-drawn sketch of a road network labeled "OPTION 4". At the top left, it says "OPTION 4". An arrow points from the bottom left towards the center, labeled "2km" and "Too far out of context?". In the center, there's a complex intersection area with several roundabouts. Labels around this area include "2v Broad Aviation", "TEMP RAB", "LONG TERM", "NUT TANK", "CLEAR OF PARKING AREA", "GOOD SIGNAGE", "MAIN RTES ACCESS", "REDUCED SPEEDS AVOIDING OTHER ACCESS...", and "TO SACAST". There are also some circled numbers like "60?" and "80?". On the left side, there's a note "PUBBISH DRAFT 2035" and "RECEIVE - TRANSFER ONLY".	- Waka Kotahi – need to drop the speed to 60km from 80km if we are going to do this option. - Having 4 roundabouts is the downside – expensive and reducing the traffic speed, offsetting other costs to have 4 roundabouts plus SH5/30 intersection. - The heavy vehicle demand will possibly double.
Other non-riding options: Short term: - Putting in speed indicators, VMS speed boards, help to manage speed issues. - Truck driver accommodation - Need to consider pedestrian/cyclists crossing between the sites and access across SH5 and 30, will need to be grade-separated - Discussed that additional Industrial on Red Stag site would be a potential conflict with recreational and accommodation activities there. Peka were possibly looking to supporting accommodation there for truckies but if not achievable may need to look to own site.	
Evaluation Criteria - MA described: - Investment – need to add staging, draw from “Fundamental Outcomes” - Evaluations can include weighted sensitivity evaluation where needed - Must include peds/cycle considerations - Cost/affordability factors are important - Need to look to 30-50 year sustainable options – a focus - Noted that the Caltex access as a “T” intersection initially and moving to a L-in-L-out later saves sunk cost at that intersection. (MA notes here however that staging	

Item	Action
for access will be key where the "T" is changed, alternate right turn access needs to be coincidental) • We will look over the options and identify a short-list of two options.	
Karakia Close	

The meeting adjourned at 14:00pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Ngā mihi nui,

STANTEC NEW ZEALAND

Attachment A: ILM Workshop Presentation Slide Package

SH5/SH30 ILM Workshop

Project/File: 310204109
 Date/Time: 11am – 2pm 1 July 2022
 Location: i-Site Rotorua
 Next Meeting: N/A
 Attendees: Brigitte Nelson, Helen Beckett, Lau Lasike, Andrew Cusabs, Mike Beattie (Peka Trust), Matt Soper, Mark Apeldoorn, Paul Tarrant (Stantec), Stavros Michael (Rotorua District Council), Kristoffer Hannsen, Mitch Collins (Red Stag Timber)
 Apologies: Marty Verry, Tim Righter (Red Stag Timber), Karl Baker (Stantec), Rodney Albertyn (Waka Kotahi), Michael Hancock (Rotorua Economic Development-RED), Frankie Evans (Waka Kotahi)
 Distribution: All

Item	Action
Facilitators: Mark Apeldoorn Matt Soper Karakia: Lau Lasike	-
Karakia and Introductions	
Review of Options	
The following general comments and discussion was had: <u>Do minimum:</u> Peka - The size of these roundabouts, are they an obstruction to the middle of the road? Group - They are all going to be Hemo Gorge roundabout sizes or thereabouts. Rotorua District Council - They need to be a reasonable size to accommodate all types of traffic. The Criteria Efficiency – should be made clearer. Noted Peka - With all these give ways, how does that enable Heavy Goods Vehicles to move into the Subdivision development. Rotorua District Council – Safety needs to be considered when applying the do minimum. Waka Kotahi – We should be comparing these options to a do minimum. The do minimum is appropriate for this comparative purpose. Red Stag - Are we considered a stage development? MA advised yes and these had been included provisionally in the staging concepts circulated. <u>Option 1: Move SH30</u> Waka Kotahi – This will be a technical challenge with some land acquisition implications. The environmental impacts are our least favourable option. Rotorua District Council - This option has significant land issues not an option. Peka – This option is not going to cut it for us. Red Stag – We think this is reinventing the wheel here. Red Stag – This is middle of the road not the best option.	

Item	Action
Red Stag – The river crossing would be a biggest problem – consider dropping this option. <u>Option 2: Move Waipa State Mill Road</u> Red Stag – How does it work for the BMX club? Red Stag – Improving the sightlines, trucks will not be masking traffic. Red Stag – This is not a bad option. Red Stag – This one could be carried forward. Peka – We have serious concerns regarding damage to the land where the BMX track is. Who owns this land? Peka – This has too many give ways signs and is not an efficient way to manage traffic. Waka Kotahi – We should compare option 2 and option 5a – the roundabout is in instead of 5a and we should take one of these options forward (2, 5a). Our preference would be to take 5a forward instead of 2. Red Stag – 5a would be better than 2, Rotorua District Council – 5a is preferably. <u>Workshop Group decided that option 2 was a strike out</u> <u>Option 3: Realign Waipa State Mill Road to the South</u> Peka – Our preference would be left in left out. <u>Option 3a: Realign Waipa State Mill Road to the South</u> Rotorua District Council – I like this option; it is a good option but discounted with the constraints. Rotorua District Council – What are Red Stag limitations? Red Stag – Construction of a bridge a roundabout and a redesign of our land sounds a lot more than 1 roundabout. There is no Business Case here. Peka – The give way would build up more traffic in time. Waka Kotahi – Left in left out would be preferably for give way but option 3a is preferred. Red Stag – Not keen on 3 or 3a. Red Stag – Both out from our perspective <u>Workshop Group decided that option 3 was a strike out.</u> <u>Workshop Group decided that option 3a to keep in.</u> <u>Option 4: Whiteboard Long List Workshop Option</u> Peka – The issue with us is we do not own the land where the roundabout is located on SH30. We will be limited by the intersection on SH30 and have no control how long it takes for a roundabout to be built on their property. Red Stag – 4, 5, 6 Options are the same from Red Stag point of view, these were our preferred options. Waka Kotahi- Options 4, 5, 6 we should try to take one these forward. Waka Kotahi - Our preference would be option 5. Rotorua District Council – Option 5 works for us.	

Item	Action
• <u>Option 5: Whiteboard Long List Workshop Option SH30 roundabout – to the north</u> Peka – Building a roundabout within the creek taking away land. Rotorua District Council – option 5 can be further refined. Peka – I have not seen this as a long-term solution. • Option 5a: Whiteboard Long List Workshop Option SH30 roundabout – to the north realign Waipa State Mill Road • Option 6: Further Development of Whiteboard Long List with Dual Roundabouts SH30 <u>Workshop Group decided that options 3a, 5a and 5 are to be considered for MCA scoring as follows.</u>	
MCA Scoring	
Key observations in relation to scoring were worked through on the spreadsheet. Key observations included the following, however a final record of the scoring is set out as per the spreadsheet: Option 3a: • Peka – A very minor aspect left in left out or give way • <u>Workshop group agrees 3a should be scored as 3 in Safety</u> • <u>Workshop group agrees 3a should be scored as 3 in Connectivity</u> • Technical difficulties ○ Waka Kotahi – Option 3 and 5a are the most difficult ○ Red Stag – 5a would be the most challenging. ○ Red Stag – More relevant to Peka ○ Peka – First priority for us is to create an intersection with industrial access enable us to continue to develop, we will need to provide land for this option • <u>Workshop group agrees 3a should be scored as 3 in Consent</u> ○ Rat Running ○ Waka Kotahi – There is not much difference between these options. Option 5 – Safety 2: • Waka Kotahi – Scoring should be less on this option • Rotorua District Council – Proximity of round Along SH5 -2 • Red Stag: We say it should be a 2 • Red Stag – 3 and 5a are probably the same scoring. Slightly less. • Peka – access into the Peka Development is the same 5 and 5a, preferred over 3a. • <u>Workshop group agrees option 5 should be scored as 3 in Connectivity</u> • <u>Workshop group agrees option 5 should be scored as 2 in Stage Development.</u> • Technical difficulties ○ Red Stag – Would be the easiest for us to go with this option. ○ Affordability ○ Rotorua District Council - Option 5 is the less costly.	

Item	Action
○ Waka Kotahi – Option 5 should be less cost, but it provides a better staging costing. ○ Waka Kotahi – Option 5 would be better. ○ Consent – 0 • Environmental constraints ○ Red Stag – This option would involve more breaking ○ Rotorua District Council – Would be the less impact, Social impacts and Culture impacts ○ Rotorua District Council - They are all the same as they all inject money in the economy. ○ Waka Kotahi – This option creates jobs, capture impact on land. Option 5a – Safety: • Red Stag - All options should be 3s. • Red Stag – This would be better scoring for us. Bigger improvement. • Peka – Does not seen this as an advantage • Connectivity 3 • Waka Kotahi – We need to consider pedestrian access on all the options. • Waka Kotahi – How the way we look at it, we need to define what is the scoring of staging. <u>Noted:</u> Staging operations Staging infrastructure Staging development • Waka Kotahi – More of affordability ○ Technical difficulties • Red Stag- This would be the hardest for us to access, 5 to 3a is a big jump scoring wise. • Red Stag- Is the most cost by far. • Rotorua District Council - Option 3a will create a rat run, • Waka Kotahi- Efficiency more emissions from breaking – 3a would be better the 5 would be the worst. • Effects on Te Ao Maori ○ Red Stag: Water quality is the prime driver of effects	
Review Scoring / Preferences for Preferred Option	
Scoring was reviewed for the preferred options, with the following key observations: • Red Stag: Option 5a is an acceptable choice Peka: Option 5a is the preferred over 3a Red Stag: Option 5 does match better Waka Kotahi: Option 5 is much preferred Peka: we say option 5 <u>Workshop Group decided that option 5 is the most preferred and this aligned with the scoring outcomes</u> The opportunity for further refinement of options was discussed and considered, with the following key comments/observations:	

Item	Action
• Waka Kotahi – Change the SH30 from Give Way to Left-in Left-out • Red Stag – There is the possibility of merging the two roundabouts, while separate in location, into a single operating entity, could be considered in optioneering • Traffic signals was also identified as a possible alternative option to effective management of the two closely spaced intersections SH30.5 and SH5/Waipā State Mill Road. To be considered in latter developed design assessments.	
Next Steps	
The next steps were described as follows: • Stantec to complete and document the assessments from this workshop. • A draft summary report will be prepared and circulated for comment/feedback. • Based on feedback, a finalised report will be prepared for Rotorua Economic Development and circulated. • Rotorua Economic Development will then consider and assess how to progress the next stages. Comments and discussion on the next steps following that were noted by Stavros as follows: • Agree the solution and • Agree some funding mechanism Stavros indicated he would take these forward.	
Karakia Close	

The meeting adjourned at 15:30pm.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Ngā mihi nui,

STANTEC NEW ZEALAND

Attachment A: N/A

DESIGN WITH COMMUNITY IN MIND

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of place and of belonging. That's why at Stantec, we always design with community in mind.

We care about the communities we serve—because they're our communities too. This allows us to assess what's needed and connect our expertise, to appreciate nuances and envision what's never been considered, to bring together diverse perspectives so we can collaborate toward a shared success.

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22 March 2024

Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158

By email

RE: Submissions on Bay of Plenty Regional Council Draft Regional Land Transport Plan

Dear Bay of Plenty Regional Council

Thank you for the opportunity to provide feedback on the draft BOPRC Regional Land Transport Plan (RLTP).

Rotorua Regional Airport (RRA) serves as a crucial piece of infrastructure that plays a pivotal role in fostering prosperity within the community. As a gateway to the vibrant city of Rotorua, the airport serves a diverse range of travellers, including international and domestic visitors, as well as both business and leisure travellers. Facilitating smooth travel connections and providing essential services, the airport contributes significantly to the Rotorua economy, supporting the tourism industry and local businesses and creating employment opportunities.

RRA notes that the draft RLTP does not include provision for a new intersection to service Rotorua Regional Airport and Eastgate on State Highway 30. This intersection is an important piece of roading infrastructure for Rotorua that will bring significant benefits to the Rotorua economy; including unlocking RRA's land, supporting planned growth in and around Eastgate and improving safety for road users.

Rotorua's Future Development Strategy identifies that Rotorua needs 36 hectares of new industrial land and the new intersection is critical in achieving the goal. New business land has been identified immediately to the north and south of Eastgate Business Park and RRA is actively working on delivering an Airport Business Park where businesses, airport operations, community, and nature blend to boost economic growth and improve the wellbeing of Rotorua. The business park will provide much needed industrial land and allow the airport to expand and improve its aviation offering. The Airport Business Park plan has been developed alongside key stakeholders, including Ngāti Uenukukōpako, and is supported by Rotorua Lakes Council (RLC). Please see **Figure 1: Airport Business Park Master Plan**.

RRA is in discussion with a number of businesses who are interested in being anchor tenants in the business park. Not only will the business park enable jobs and economic

growth for Rotorua, it will support RRA in its goal to reduce its financial reliance on RLC.

The Airport Business Park will be complementary to the Peka Block's emphasis on Heavy Industrial, with the Airport Business Park attracting light industrial businesses, creating a diverse and complementary mix of businesses in Rotorua.

Furthermore, there is already a safety issue for road users (which includes international self-drive travellers) using SH30, with vehicles turning right into or out of the airport and Eastgate having to cross through traffic travelling at 80kmh. Traffic volumes, and consequently risk, will further increase with the addition of two logistics businesses planned at Eastgate and the Airport Business Park. With the new intersection, these users will be able to navigate SH30 safely.

There is also no safe passage for pedestrians wishing to cross SH30 which is particularly challenging for residents of Hannahs Bay accessing Rotokawa Primary School, or Rotokawa residents accessing bus services which depart from the airport. Again, the new intersection will allow pedestrians to navigate SH30 safely.

In conclusion, omitting the Eastgate/Airport intersection from the draft RLTP is a lost opportunity for delivering significant benefits to Rotorua and the Eastside Community. RRA requests that BOPRC includes the Eastgate/Airport intersection in the final RLTP as it is a critical part in Rotorua being able to deliver economic growth for the betterment of the Rotorua Economy.

RRA also supports the submissions made by RLC and Rotorua NZ on the draft RLTP.

Yours sincerely



Nicole Brewer
Chief Executive

Figure 1: Airport Business Park Master Plan



Submission to Bay of Plenty Regional Land Transport Plan 2024-2034

Introduction

The Western Bay of Plenty Infrastructure Forum (WBOPIF) was formed in 2022 in response to the chronic infrastructure deficit in the region. The forum is made up of a range of stakeholders, including business leaders and community representatives, and works to identify and prioritise infrastructure projects and advocate for the investment that is crucial for the success of both the Bay of Plenty and New Zealand. In April 2023 it launched the Tauranga Moana Infrastructure Action Plan.

While the future is bright, the Western Bay of Plenty faces very real constraints around its infrastructure, with historical under-investment and poor long-term leadership relative to the high growth the city has experienced. This manifests in a lack of land available for development, low productivity, housing and rental unaffordability, and restricted access to the country's largest Port.

Tauranga will continue on a growth trajectory, and the demands on its infrastructure will intensify. We must ensure the region has the capability to realise the positive benefits of this growth so that it can maximise its economic contribution to New Zealand. Well planned infrastructure can support economic resilience, unlock growth, and help deliver on climate change objectives.

The WBOPIF welcomes the opportunity to provide a submission on the Draft Regional Land Transport Plan (RLTP).

Alignment to Draft Government Policy Statement for Transport

Firstly, we highlight that the Draft RLTP was produced under different policy settings and direction from government and recommend that the RLTP is reissued with appropriate changes for the new political environment. Regardless, our response to the submission questions is below:

Submission questions:

How much do you agree or disagree with the transport challenges this region is facing?

The WBOPIF agrees with the challenges listed but would suggest that the underlying cause of some of these challenges, particularly housing and roading congestion, is also articulated if change is to be driven. These might cover:

- Ability for existing funding / financing schemes to meet the needs of a fast-growing region
- Ability for local and central government to effectively deliver transport projects in a timely manner

- The effect of changes in policy direction on execution at a local level.

How much do you agree or disagree with the transport objectives?

WBOPIF agrees with the objectives, but suggests:

- Emphasis should be on economic prosperity and housing, in line with GPS direction and needs of the region.
- We note that the 'headline targets' seem ambitious and not aligned to actions – for example, the actions in our view are not strong enough to enable doubling of PT share.
- We expect that the transport system would improve productivity for businesses during peak times as well as without.
- The underlying causes of issues, as outlined above, are not addressed in the objectives.

How much do you agree or disagree with the proposed list of priority projects?

WBOPIF agrees with the actions, and again emphasises the importance of enabling housing and capacity / productivity for freight.

Other feedback:

We emphasise:

- That the speedy delivery of SH29 Tauriko is of utmost importance to this region and Aotearoa, having benefits to freight movement, access to jobs, safety, PT and land availability. The RLTP could be stronger in its support for this project.
- Similarly, Connecting Mount Maunganui is a project that needs to be progressed with some urgency, being directly linked to the economic wellbeing of the area and Aotearoa.
- The RLTP is largely silent, or has low levels of investment regarding:
 - o Measures to improve the efficiency of the transport system
 - o Funding and financing tools beyond the traditional – as change will be needed to improve outcomes, and to align with government direction.

RLTP2024-0089



March 2024

To Bay of Plenty Regional Council

Please find attached DPA's submission on Te Mahere tūnuku ā-papa ā rohe
Bay of Plenty Regional Land Transport Plan 2024–2034

For any further inquiries, please contact:

Chris Ford

Regional Policy Advisor (Southern and Central)

policy@dpa.org.nz

Introducing Disabled Persons Assembly NZ

We work on systemic change for the equity of disabled people

Disabled Persons Assembly NZ (DPA) is a not-for-profit pan-impairment Disabled People's Organisation run by and for disabled people.

We recognise:

- Māori as Tangata Whenua and [Te Tiriti o Waitangi](#) as the founding document of Aotearoa New Zealand;
- disabled people as experts on their own lives;
- the [Social Model of Disability](#) as the guiding principle for interpreting disability and impairment;
- the [United Nations Convention on the Rights of Persons with Disabilities](#) as the basis for disabled people's relationship with the State;
- the [New Zealand Disability Strategy](#) as Government agencies' guide on disability issues; and
- the [Enabling Good Lives Principles](#), [Whāia Te Ao Mārama: Māori Disability Action Plan](#), and [Faiva Ora: National Pasifika Disability Disability Plan](#) as avenues to disabled people gaining greater choice and control over their lives and supports.

We drive systemic change through:

- **Leadership:** reflecting the collective voice of disabled people, locally, nationally and internationally.
- **Information and advice:** informing and advising on policies impacting on the lives of disabled people.
- **Advocacy:** supporting disabled people to have a voice, including a collective voice, in society.
- **Monitoring:** monitoring and giving feedback on existing laws, policies and practices about and relevant to disabled people.

The submission

Introduction

DPA welcomes this opportunity to give feedback on Te Mahere tūnuku ā-papa ā rohe Bay of Plenty (BOP) Regional Land Transport Plan 2024–2034.

DPA has always stressed the need to develop fully accessible public and active transport networks across the motu. We also support the need for our transport system to meet climate and emission reduction requirements.

In our view, transport needs to be both climate friendly and accessible for two reasons:

- 1) Disabled people, as a population group, are already impacted by the adverse effects of climate change and will continue to be so¹; and
- 2) Demand for accessible transport will continue to increase as our population ages.

In this submission, we elaborate further on these points and make recommendations on how they can be further improved to create an integrated, inclusive and accessible transport system.

We also would like to draw the attention of Council to the 2022 research report we delivered with transport consultant MRCAugney for Waka Kotahi – ‘Transport Experiences of Disabled People’.² We reference the report at relevant points in this submission.

1. Objectives

DPA agrees with the transport vision outlined for BOP of making the transport system serve the needs of its environment and economy.

DPA also supports the underpinning objectives around this vision of providing for a:

¹ Harvard University Center for the Environment. (2023, January 19). *Disability in a Time of Climate Disaster*. Retrieved from <https://environment.harvard.edu/news/disability-time-climate-disaster>

² Doran, B., Crossland, K., Brown, P., & Stafford, L. (2022). Transport experiences of disabled people in Aotearoa New Zealand (Waka Kotahi NZ Transport Agency research report 690). Retrieved from <https://www.nzta.govt.nz/resources/research/reports/690>

- healthy and safe people
- environmental sustainability
- inclusive access
- economic prosperity
- resilience and security
- enabling housing supply.

The need to ensure that BOP's transport system promotes the objectives of a healthy and safe people, environmental sustainability and inclusive access are very pertinent given the impact that Cyclone Gabrielle and other storms had on the region in 2023.

These storms served to highlight the disproportionate impact that climate change related events are having on disabled people within communities not only locally but globally.³

Like any other population group, disabled people need access to good, reliable transport networks, especially in times of emergency and natural disaster. The need to provide safe evacuation routes, the maintenance of essential services including power as well as enabling family/whānau and emergency responders to “get through” in times of emergency are all very important for our disabled community.

The need for an accessible transport network is something that we endorse.

For the disabled community, public transport accessibility is crucial in that all modes for example, buses, trains, ferries, taxi/small passenger transport services and supporting infrastructure including footpaths, walkways, roads and cycleways must be made fully accessible and inclusive.

Despite these positives, we are disappointed to see that the terms disability and disabled people appear only three times in the entire RLTP document, with two of these references highlighting that footpaths are provided for the benefit of disabled

³ Schulte, C. (2020, March 28). People With Disabilities Needed in Fight Against Climate Change. Retrieved from <https://www.hrw.org/news/2020/05/28/people-disabilities-needed-fight-against-climate-change>

people (amongst other groups) and the third when mentioning the need to reshape streets to accommodate the development of walking and cycling networks.

This lack of recognition around disability illustrates the need for Council to work more closely with the region's disabled community on improving transport accessibility going forward.

DPA and local disabled people would welcome further direct engagement between the Council and disabled people across the region as the RLTP is further developed and implemented.

DPA also supports the inclusion of more references to disabled people and other transport disadvantaged communities wherever relevant throughout the final version of the RLTP.

Recommendation 1: that BOP Regional Council engages in further dialogue with the region's disabled communities around the RLTP.

2. Regional Disability Demographics

According to Statistics New Zealand's 2013 Disability Survey, the BOP had the third equal highest disability population rate in the country, with 27 percent identifying as disabled people.⁴

This figure is disproportionately higher than the total percentage of disabled people in New Zealand which stood at 24 percent (n=1,100,000).

If the 2013 disability population numbers are overlain with the estimated 2023 total BOP population of 354,100, then there are at least 95,607 disabled people currently residing in the region⁵.

⁴ Statistics New Zealand Disability Survey: 2013. <https://www.stats.govt.nz/information-releases/disability-survey-2013>

⁵ Statistics NZ Subnational population estimates (RC, SA2), by age and sex, at 30 June 1996-2023 (2023 Boundaries). <https://nzdotstat.stats.govt.nz/wbos/Index.aspx?DataSetCode=TABLECODE7979>

The number of disabled people is why all regional councils – including the Bay of Plenty Regional Council – should plan for the development of fully accessible, inclusive transport options.

3. Key issues

a.) Barriers to achieving targets

Our key issue with the existing targets is that they do not measure the impact that the inaccessibility of transport infrastructure has on disabled people.

DPA also notes that the lack of access and mobility in terms of accessible, affordable, and efficient travel choices for people, goods and services is referred to in the problem statements.

DPA recommends the development of additional targets to measure improvements in transport accessibility for disabled and other transport disadvantaged groups. These targets should be developed in a co-design partnership between BOP Regional Council and disabled people.

Examples of targets could include counting the number of bus trips undertaken by disabled people as such a measure would identify whether accessibility barriers are being reduced on public transport.

Recommendation 2: that Council develops targets for measuring improvements in transport accessibility for disabled people.

b.) Investment in transport accessibility varies in different centres

Feedback from our members in the BOP indicates that there are substantially differing levels of investment proposed by the region's road controlling authorities when it comes to making transport networks and supporting infrastructure more accessible in their areas.

Two contrasting examples are to be found in the levels of investment being proposed by road controlling authorities in Rotorua and Tauranga respectively.

DPA shares the concerns of Rotorua's disabled community around the comparatively low spending indicated by their road controlling authority (Rotorua-Lakes District Council – RLDC) to cover local road, walking and cycling improvements in that city.

The sum proposed to be spent by the RLDC of \$9.42 million over the next three years on local roads with walking and cycling improvements amounts to only \$3,140,000 per year, which is clearly inadequate.

This amount does not account for future inflation and the need to service an increasing population in what is one of this country's key tourist destinations.

DPA supports the points raised by members of Rotorua's disabled community (who are also separately submitting to this plan) that the RLDC needs to invest more in creating accessible transport infrastructure across the Rotorua-Lakes district.

Any continuing lack of investment by the RLDC will flow through to minimal progress in improving accessibility to both roads and the pedestrian network for the disabled community of Rotorua.

By contrast, Tauranga City Council (TCC) provides a better example of a road controlling authority that is prepared to adequately invest in making its road, walking and cycling networks accessible to everyone, including disabled people.

An example of this is the proposal by the TCC to spend \$176.7 million over the next ten years to improve public transport, walking, cycling and public realm improvements to Cameron Road between Tauranga Hospital and Barkes Corner.

The TCC have taken a proactive approach and invested in improving transport accessibility for everyone, including disabled people. This proactive approach is informed by the TCC equivalent of a disability strategy, "Accessible Tauranga Action and Investment Plan", which is lacking in Rotorua.

DPA recommends that the BOP Regional Council encourages greater collaboration between all road controlling authorities in the region, especially when it comes to improving the accessibility of public transport and supporting infrastructure in a more equitable way.

This can best be done through Council developing a transport accessibility action plan as a collaboration between disabled people and all relevant transport stakeholders, which would ensure greater equity of access to public transport for everyone, including disabled people across the region.

Recommendation 3: That Council develop a regional transport accessibility action plan for disabled people in partnership with disabled people and all relevant transport stakeholders.

c.) Mobility taxi shortage and Total Mobility (TM)

Disabled people throughout the BOP region continue to face significant challenges in being able to exercise transport choice, especially when it comes to accessing mobility taxis/small passenger vehicle services aimed at people using wheelchairs and mobility devices.

In 2023, media reports highlighted how the shortage of mobility taxi van services had reached crisis point nationally. Small passenger service/taxi company providers pointed to prohibitively high set up costs⁶ as being one of the main reasons for this.

This factor exacerbated a driver shortage as many passenger service operators could not be persuaded into providing these services. And all this at the same time as the Waka Kotahi fund (jointly administered with regional councils) to subsidise mobility conversions of small passenger service vehicles had not had much uptake with providers saying that the amount available did not fully cover the costs involved in vehicle conversion.

During this time, Waka Kotahi announced a review of the Total Mobility (TM) Scheme⁷ to consider these and other issues that have surfaced around the scheme over the last decade.

⁶ <https://www.rnz.co.nz/national/programmes/checkpoint/audio/2018920173/money-set-aside-for-wheelchair-taxis-not-being-spent>

⁷ <https://www.transport.govt.nz/area-of-interest/strategy-and-direction/total-mobility-scheme/>

However, the review could take around a year to deliver recommendations and then possibly a further year after that to begin implementing any changes. During that time, disabled people in BOP will still need access to affordable, accessible public transport options.

That is why DPA recommends that the BOP Regional Council set aside additional funding for the next two financial years of the plan (2024/25 and 2025/26) to enable more mobility vehicle fit outs to be undertaken throughout the region so that potential passenger service operators (who often have minimal capital) do not have to carry as much cost.

Council should increase its maximum contribution for vehicle conversions to a level that would (alongside the Waka Kotahi contribution) enable potential providers to fully cover the costs of conversions, allowing them to put more vehicles (preferably electrical or low carbon) on the road sooner.

After that period, central government (via Waka Kotahi/NZ Transport Agency) and regional councils might then be able to agree on a more viable funding model for mobility vehicle conversions.

Recommendation 4: that BOP Regional Council maximise its contribution (over and above the Waka Kotahi contribution) to the cost of fitting out all new mobility service passenger vehicles through increased funding for this purpose.

d.) Urban bus services

DPA is concerned about plans signalled in the Draft National Transport Policy Statement around de-prioritising investment in public transport and requiring greater fare box recovery from bus users.

One of the consequences of this move has been the new government's dropping of the previous government's free transport for children and young people policy as we will see these age groups charged full fares again as of 1 May 2024.

This will probably result in higher fares that will particularly impact upon a considerable number of people, including tamariki/young disabled people and their families/whānau.

DPA recommends that the BOP Regional Council invests in keeping fares as low as possible to ensure that disabled people have continued access to affordable, accessible public transport on urban bus services across the region.

The Transport Experiences of Disabled People report also elaborated on the lack of accessible interregional transport options for disabled people in the form of bus and coach services like Intercity which are currently inaccessible to wheelchair and mobility aid users.

This issue is pertinent in the small rural communities of the BOP region. This creates barriers to disabled people living in them to accessing not only their own communities but healthcare and other important appointments in major centres including Tauranga and Rotorua.

One of the ways in which this has been managed has been through the establishment of small-scale door-to-door passenger services (including health shuttles) in these areas, but these are not always accessible either as privately owned buses or shuttles very rarely incorporate wheelchair loading mechanisms including hoists.

For these and other reasons, DPA recommends that the BOP Regional Council investigate interregional and alternative transport options with the aim of developing accessible transport services that would be inclusive of everyone, including disabled people across the whole region.

Recommendation 5: that BOP Regional Council invest in keeping urban bus fares as low as possible.

Recommendation 6: that BOP Regional Council investigate the development of interregional and alternative accessible transport services that would be inclusive of everyone, including disabled people.

e.) Rail

We note that there is discussion in this document of having more freight moved via rail from the region's main port of Tauranga to take pressure off existing road networks and that is a positive.

However, the need for rail to move people for environmental, social and economic reasons should be given equal consideration. DPA sees the potential for a re-established passenger rail service to provide greater access for disabled travellers. Already, the Te Huia commuter rail service that runs between Hamilton and Auckland is well patronised and has accessibility features built into its carriages for the benefit of disabled travellers.

DPA outlined the multiple benefits of passenger rail for disabled people in our submission to the Parliamentary Inquiry into Interregional Rail Services run by the previous Parliament's Transport Select Committee in 2023.⁸ In the absence of any foreseeable actions by central government in this space, Council should fund feasibility studies into the development of locally based commuter rail services to illustrate what could be possible if there was more investment from central government in rail.

Recommendation 7: that BOP Regional Council (alongside other interested parties) fund a feasibility study into passenger rail services.

f.) Walking, cycling and micromobility

DPA welcomes the ongoing commitment of the BOP Regional Council to supporting the creation of walking, cycling and other micromobility options.

However, we note with concern that the new government's proposed draft National Land Transport Policy Statement gives lesser priority to the development of walking, cycling and other micromobility options.

If the government's draft policy statement is adopted in its current form, this will mean less funding from Waka Kotahi being available to councils for the building of

⁸ <https://www.dpa.org.nz/page/71/AllSubmissions.html>

the accessible walkways, cycleways, and places where micromobility vehicles can go.

DPA recommends that the BOP Regional Council (alongside other local authorities) continue to invest in safe, accessible and inclusive walking, cycling and micromobility options to the maximum extent possible.

Recommendation 8: that the BOP Regional Council (alongside other local authorities) continue investing in safe, accessible and inclusive walking, cycling and micromobility options.

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- 1 Elizabeth St, Tauranga
- 1118 Fenton Street, Rotorua

Deliberations
7-8 May 2024

Plan adopted
5 June 2024

Puka Whakauru Submission Form



Your details

First name:

Amy

Last name:

Bourke

Are you submitting as an individual, or on behalf of an organisation?

☐ Individual☒ Organisation (if applicable):

Hawaki Express Ltd

Phone number:

Email address:

Postal address:

I wish to keep my contact details confidential ☐ Yes ☒ No

Submissions contain personal information within the meaning of the Privacy Act 2020. By taking part in this public submission process, submitters agree to any personal information (including names and contact details) in their submission being made available to the public and published on our website, and for the information collected and held in accordance with our Privacy Statement available at www.boprc.govt.nz

Your gender:

☐ Male / Tāne☒ Female / Wahine☐ Another gender / He ira kē anō☐ Prefer not to say

Year of birth:

☐ Prefer not to say

Your ethnicity:

☐ NZ European (Pākehā)☐ Māori☐ Samoan☐ Cook Islander☐ Tongan☐ Niuean☐ Chinese☐ Indian☐ Prefer not to say☐ Other - e.g. Dutch, Japanese, Tokelauan etc.

Submitting in person?

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☒ Yes ☐ NoI will speak in: ☒ English ☐ Te Reo Māori ☐ Sign languageI wish to speak in the location of ☐ Whakatāne ☐ Rotorua ☒ Tauranga ☐ Online

1

Ngā wero | Challenges p.2

How much do you agree or disagree that these are the transport challenges the region is facing?

Strongly Agree ☐ Agree ☒ Neutral ☐ Disagree ☐ Strongly Disagree ☐ I don't know ☐

Please tell us about any challenges you think we have missed:

Pātai | Question

2

Ngā whāinga | Objectives p.4

How much do you agree or disagree with the transport objectives?

Strongly Agree ☐ Agree ☒ Neutral ☐ Disagree ☐ Strongly Disagree ☐ I don't know ☐

Please explain your answer:

Pātai | Question

3

Ngā whakaarotau ā-rohe | Regional priorities p.6

A full prioritised list of projects is available on page 75 of the draft RLTP at participate.boprc.govt.nz/rltp

How much do you agree or disagree with the proposed list of priority projects?

Strongly Agree ☐ Agree ☒ Neutral ☐ Disagree ☐ Strongly Disagree ☐ I don't know ☐

Are there any other specific projects/activities not included here that should be prioritised?

Ferry service on Tauranga Harbour

Pātai | Question

4

Kōrero mai | Comments

Do you have any other comments/ feedback on the draft Regional Land Transport Plan?

Ferry service on Tauranga Harbour concept follows.

Pātai | Question

If you require more space, please feel free to attach extra pages.

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on Sunday, 24 March 2024.**





A submission by Hauraki Express Ltd to BOPRC Regional Land Transport Plan

Passenger and Bike Ferries – Tauranga Harbour

Waka Paihikara ma Tauranga Moana



Hauraki express

- Hauraki Express Ltd is a marine business established in 2012
- Family owned business with operation based at Westhaven, Auckland
- Operations include ferry operation (Island Direct), water taxi, fishing charters, marine bunkering
- Holder of Maritime Transport Operating Certificate (MTOC)
- Holder of approved Maritime Transport Operator Plan (MTOP)
- All vessels DOC certified “Pest Free”



Background

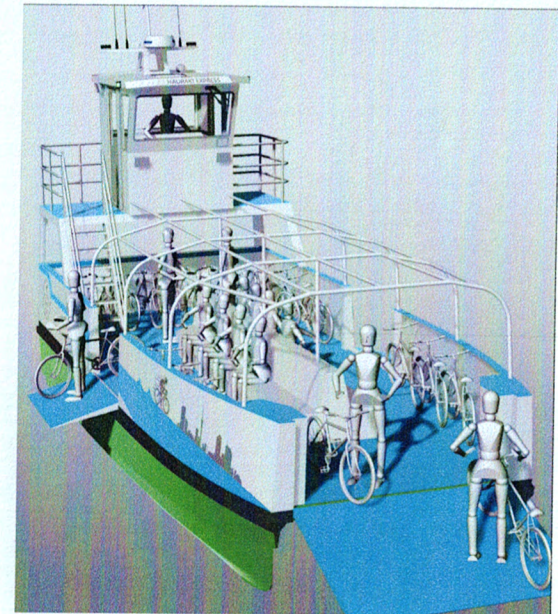
- The Bay Of Plenty Regional Transport Plan (RLTP) projects significant population growth to the region over the next two decades, and with this, strong economic growth and pressure on the transport network
- The City of Tauranga is where it is because of Tauranga Harbour. This naturally beautiful and valuable resource provides the economic driver for the region – Port of Tauranga.
- While many citizens enjoy the harbour and its foreshore, for most “the harbour just gets in the way”.
- The RLTP makes no reference at all to Tauranga Harbour as an opportunity to expand the transport network to meet the growth in the region and relieve pressure on existing infrastructure.
- Our submission seeks to include ferry transport on Tauranga Harbour as part of the Regional Transport System

Background

- We know that two feasibility studies have been commissioned to consider ferry transport on Tauranga Harbour:
 - 2020 by Priority One – 6 ferries, \$31.5 to \$55.5m capex, \$9.9m annual opex
 - 2023 by BOPRC – 3 to 8 ferries, \$13.0m to \$87.5m capex, \$1.14m to \$3.7m annual opex
- We suggest that these studies have not given rise to BOPRC or TCC to initiate ferry transport as part of the Region's transport network.
- Hauraki Express comes with a different approach to those suggested in the previous feasibility studies – ie, to create a fleet of small, nimble and frequent ferries that not only provide an option to public transport passengers, but also to cyclists who can “bridge the gap” between their cycle from home, to their cycle to their school, or workplace, without having to venture onto roads and dangerous routes. All by way of the magnificent Tauranga Moana.

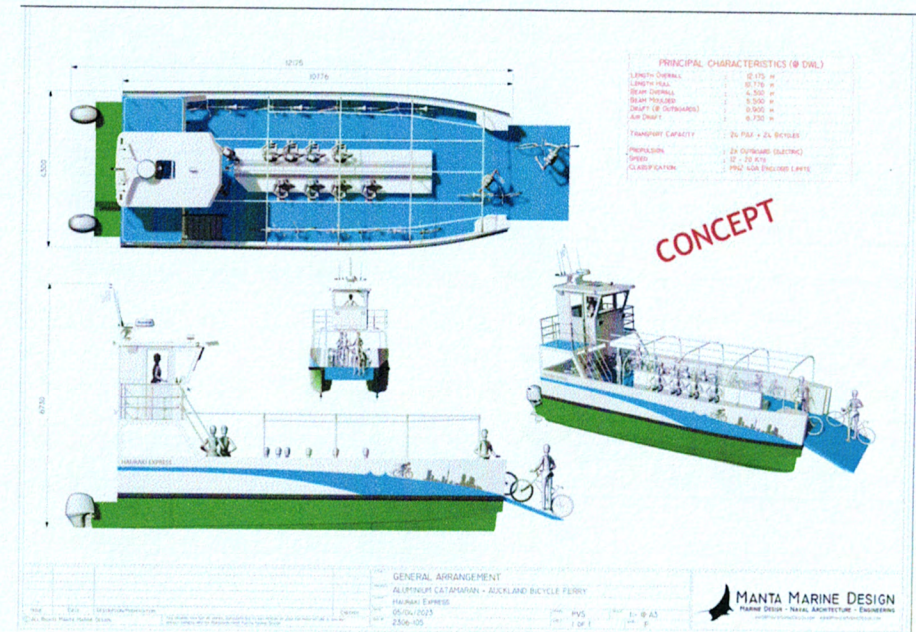
Passenger and Bike ferry concept

- A fleet of 4 ferries with 24 passenger capacity
- Connecting cycleways around the city and region
- Using existing infrastructure
- Operating between boat ramps (and wharves where available)
- Facilitating a healthy lifestyle option for more than 1,000 Western Bay folk per day
- Reducing road traffic by 4 million km per year
- Reducing carbon emissions by 500 tons per year



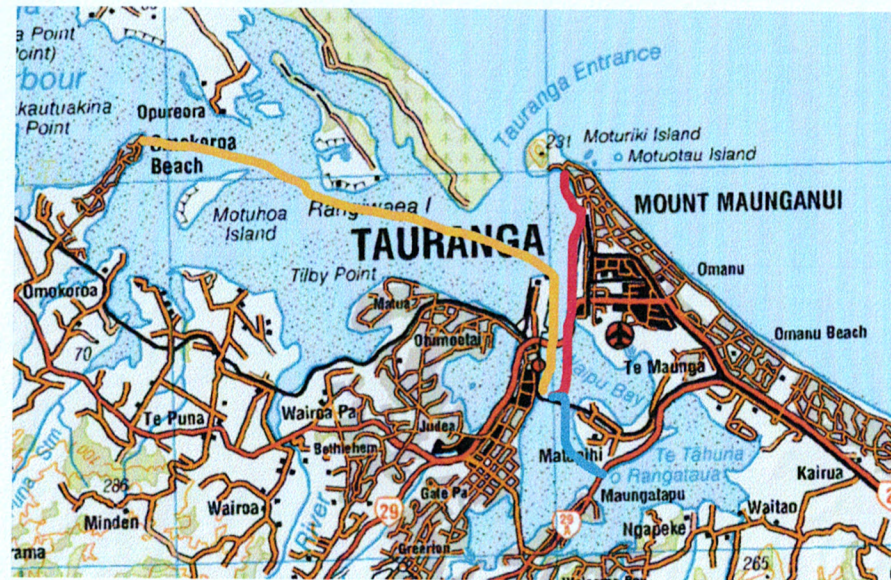
Bike Ferries

- 12m long, aluminium catamaran
- High speed, low wake
- Outboard power
- Converting to electric
- 24 seats for passengers and storage for 24 bikes
- Ramp at bow for loading and off loading
- 2 crew



Routes and fares

- Initially, Tauranga to Salisbury Wharf and/or Pilot Bay boat ramp. — \$5.80 each way. 15 minutes.
- Future routes between Tauranga and Omokoroa (say \$8.00), — and Tauranga to Maungatapu — (say \$5.80)



Public - private partnership

- Hauraki Express will fund the construction of the fleet
- Hauraki Express will include the ferries in it's MTOP and be fully compliant under maritime rules
- Hauraki Express will employ crew and operate the ferries
- Council(s) will fund the annual operating costs, including finance costs, but offset by fares recovered from passengers
- Council will make existing infrastructure (boat ramps etc) freely available
- Council will integrate the ferry service into the public transport network including fare collection in the BEE card ticketing system
- Hauraki Express and Council will jointly market the ferry service and cycling and walking as a healthy, sustainable and necessary means of transport. We ❤️ cycling, walking and boating on Tauranga Moana

Performance summary

<u>SUMMARY</u>			
Tauranga - Mount fare	\$	5.80	
Tauranga - Omokoroa fare	\$	8.00	
Tauranga - Maungatapu fare	\$	5.80	
<u>Performance</u>			
	2025	2026	2027
Number of ferries	2 boats	3 boats	4 boats
Passenger trips per day	480	734	1123
Private Investment (cumulative)	\$1,800,000	\$2,450,000	\$3,400,000
Annual operating expenses	\$2,096,400	\$3,057,100	\$4,122,800
Occupancy to recover Opex	50%	60%	65%
Fares recovered	\$918,720	\$1,593,821	\$2,331,014
Shortfall (subsidy)	(\$1,177,680)	(\$1,463,279)	(\$1,791,786)
Per passenger	(\$5.60)	(\$3.57)	(\$3.28)
Public Benefits	\$2,042,014	\$3,195,193	\$4,317,383
Benefit Cost Ratio BCR	1.73	2.18	2.41
CO2 emissions saved (tonne)	212	348	425

Comments

- This is a departure from conventional ferry transport
- Combining commuter needs with recreational activity and tourism
- Tauranga becomes a true harbour city, not just a port
- Tauranga / Western Bay embraces its active lifestyle culture to change transport behavior (Vancouver increased cycle trips as a percentage of all trips from 4% to 7% in 3 years, Brussels, 3% to 10% in 4 years)
- Providing an on water experience. Making more people aware of the Harbour
- Enhancing the cycleways
- Providing first to last km zero emission travel
- Debt on the private balance sheet
- Public cost limited to net operating cost (after fares recovered), if any
- No capex, no infrastructure costs
- This scheme requires no resource consents



Our submission to BOP RLTP

- We recommend that the RLTP includes:
 - Under the Regional Transport System:
 - "Ferry Transport" to be established on Tauranga Harbour, initially between Tauranga CBD and Mount Maunganui (at Salisbury Wharf and Pilot Bay) and later between Tauranga CBD and Maungatapu/Matapihi Bridge, and Tauranga CBD and Omokoroa.
 - Under 10-year Transport Priorities:
 - Under Transitioning towards a more sustainable transport system to minimize environmental impacts:
 - Development of a ferry service on Tauranga Harbour

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Deliberations
7-8 May 2024

Plan adopted
5 June 2024

Puka Whakauru Submission Form



Your details

First name: Graeme

Last name: McGregor

Are you submitting as an individual, or on behalf of an organisation?

☐ Individual ☒ Organisation (if applicable):

Phone number:

Email address:

Postal address:

I wish to keep my contact details confidential ☒ Yes ☐ No

Submissions contain personal information within the meaning of the Privacy Act 2020. By taking part in this public submission process, submitters agree to any personal information (including names and contact details) in their submission being made available to the public and published on our website, and for the information collected and held in accordance with our Privacy Statement available at www.boprc.govt.nz

Your gender:

- ☐ Male / Tāne
☐ Female / Wahine
☐ Another gender / He ira kē anō
☒ Prefer not to say

Your ethnicity:

- ☐ NZ European (Pākehā) ☐ Chinese
☐ Māori ☐ Indian
☐ Samoan ☒ Prefer not to say
☐ Cook Islander ☐ Other - e.g. Dutch, Japanese, Tokelauan etc.
☐ Tongan
☐ Niuean

Year of birth:

☒ Prefer not to say

Submitting in person?

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☐ Yes ☒ No

I will speak in: ☐ English ☐ Te Reo Māori ☐ Sign language

I wish to speak in the location of ☐ Whakatāne ☐ Rotorua ☐ Tauranga ☐ Online

1

Ngā wero | Challenges p.2

How much do you agree or disagree that these are the transport challenges the region is facing?

Strongly Agree Agree Neutral Disagree Strongly Disagree I don't know



Please tell us about any challenges you think we have missed:

Pātai | Question

2

Ngā whāinga | Objectives p.4

How much do you agree or disagree with the transport objectives?

Strongly Agree Agree Neutral Disagree Strongly Disagree I don't know



Please explain your answer:

Pātai | Question

3

Ngā whakaarotau ā-rohe | Regional priorities p.6

A full prioritised list of projects is available on page 75 of the draft RLTP at participate.boprc.govt.nz/rltp

How much do you agree or disagree with the proposed list of priority projects?

Strongly Agree Agree Neutral Disagree Strongly Disagree I don't know



Are there any other specific projects/activities not included here that should be prioritised?

The prioritisation process is a mystery to us and we hold concerns at inputs used in this process. See for example attached comments regarding #64

Pātai | Question

4

Kōrero mai | Comments

Do you have any other comments/feedback on the draft Regional Land Transport Plan?

NO

Pātai | Question

If you require more space, please feel free to attach extra pages.

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Thank you for allowing Friends of Athenree (hereafter FOA) to submit our views on the Bay of Plenty Regional Transport Plan 2024-2034. We hold a special interest in achieving the best outcomes for an Athenree crossing which is listed in your plan as Significant Improvement Activity #64.

Our submission is that Government funding of this crossing proposal is an appropriate fit with national rather than regional objectives and indeed likely the only way for the project to progress since in our view the cost of the project has been vastly underestimated in the draft plan.

FOA has been involved with the Western Bay of Plenty Council and the Waihi Beach Community Board concerning plans for a cycleway connection between Athenree and Waihi Beach since the beginning of 2020.

We support that the proposal fits within the cycle network planning undertaken by the WBOP District Council that is required to support potential government funding. We agree that funding this proposal is appropriate a matter for NZTA or NZ cycle trails since constructing networks and safety are the primary drivers.

Whoever pays the bills, connecting Athenree to Waihi Beach will be expensive due to the challenging terrain (eroding cliffs, wetland, mangroves, salt marsh, tidal river).

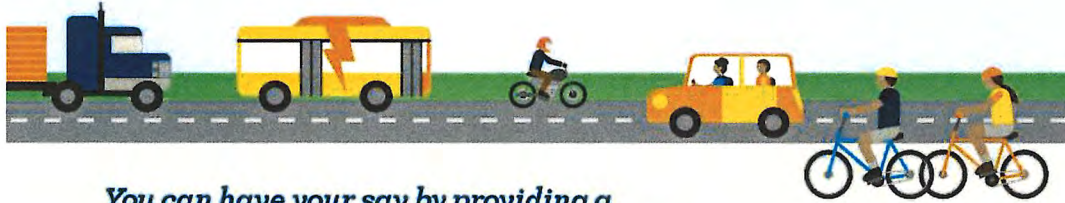
The Athenree crossing proposal is described in Council documents at (<https://haveyoursay.westernbay.govt.nz/athenree-shared-path>) and includes 460 m of boardwalk and 20m of raised boardwalk to enable navigation by small watercraft (Sections A, B, and C in the map). These sections cost was estimated at \$1.9M in 2021 [Waihi Beach to Athenree Cycleway - Feasibility Study - Tonkin and Taylor Report.pdf](#) (westernbay.govt.nz).

However, at least 420m of gravel path and a 20 m ramp will also be required to connect the cycleway to roading (Sections D, E, and F in the map). The feasibility study confirms these sections are not part of their \$1.9M cost estimate but notes they "could be relatively costly". Indeed, we estimate an additional cost of about \$1.5M to bring the total cost nearer to \$4M. This conclusion is reached by adjusting for inflation the T&T estimate and by assuming the cost of the additional gravel path per meter is 50% of the cost of boardwalk per meter.

Thank you for taking into account our submissions and note that we do not see the need to support them further by attending hearings.

RLTP2024-0092

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**Deliberations
7-8 May 2024**

**Plan adopted
5 June 2024**

Puka Whakauru Submission Form



Your details

First name: Richard

Last name: Tustain

Are you submitting as an individual, or on behalf of an organisation?

☒ Individual ☐ Organisation (if applicable):

Phone number: _____

Email address: _____

Postal address: _____

I wish to keep my contact details confidential ☒ Yes ☐ No

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Your gender:

☒ Male / Tāne
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☐ Māori ☐ Indian
☐ Samoan ☐ Prefer not to say
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☐ Niuean

Year of birth:

☐ Prefer not to say

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☐ Yes ☒ No

I will speak in: ☐ English ☐ Te Reo Māori ☐ Sign language

I wish to speak in the location of ☐ Whakatāne ☐ Rotorua ☐ Tauranga ☐ Online

1

Pātai | Question

Ngā wero | Challenges *p.2*

How much do you agree or disagree that these are the transport challenges the region is facing?

Strongly Agree

Agree

Neutral

Disagree

Strongly Disagree

I don't know

Please tell us about any challenges you think we have missed:

2

Pātai | Question

Ngā whāinga | Objectives *p.4*

How much do you agree or disagree with the transport objectives?

Strongly Agree

Agree

Neutral

Disagree

Strongly Disagree

I don't know

Please explain your answer:

3

Pātai | Question

Ngā whakaarotau ā-rohe | Regional priorities *p.6*

A full prioritised list of projects is available on page 75 of the draft RLTP at participate.boprc.govt.nz/rltp

How much do you agree or disagree with the proposed list of priority projects?

Strongly Agree

Agree

Neutral

Disagree

Strongly Disagree

I don't know

Are there any other specific projects/activities not included here that should be prioritised?

4

Pātai | Question

Kōrero mai | Comments

Do you have any other comments/feedback on the draft Regional Land Transport Plan?

I have a particular concern that I hope might be taken account of. It is in relation to maintaining biodiversity. On p15 of the Draft BoP RLTP 2024-2034 the 'Description' for the MOT Transport Outcome of 'Environmental Sustainability' contains the following: "The transport system transitions to net zero carbon emissions, and maintains or improves biodiversity, water quality and air quality." Therefore, I conclude that maintaining biodiversity is an important consideration whenever any infrastructure work is undertaken.

On p79 of the Draft BoP Regional Land Transport Plan 2024-2034, the 'Significant Improvement Activity' shown for item #51 is 'Turret Road Bridge resilience'.

My concern is for a small colony of nesting native seabirds - the white fronted terns (tara) on the horizontal beams that remain of the old bridge, adjacent to and on the inland side of the current Turret Road Bridge. Nesting takes place from approximately Sept to Feb. The 'Conservation Status' of the birds is 'declining' so I feel it's important that their numbers are protected if at all possible.

I am asking that when the 'Turret Road Bridge resilience' work is undertaken can it be done in such a way or at a time that avoids disturbance to the nesting birds. I'm sure the Dept of Conservation and/or Forest & Bird could provide information and assistance to help achieve such an outcome. I am happy to provide more information if required, too. Thank you for the opportunity to submit. When I send this by email I will attach a couple of photos of the birds on the old bridge beams to support my submission. Cheers, Richard Tustain

If you require more space, please feel free to attach extra pages.

600

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PO Box 364, Whakatāne 3158

**Submissions close 4pm
on Sunday, 24 March 2024.**



Richard Tustain
Submission to BoP Regional Land Transport Plan 2024-2034

Copy of Wording
that forms the substance of my submission:

I have a particular concern that I hope might be taken account of. It is in relation to maintaining biodiversity. On p15 of the Draft BoP RLTP 2024-2034 the 'Description' for the MOT Transport Outcome of 'Environmental Sustainability' contains the following: "The transport system transitions to net zero carbon emissions, and maintains or improves biodiversity, water quality and air quality." Therefore, I conclude that maintaining biodiversity is an important consideration whenever any infrastructure work is undertaken.

On p79 of the Draft BoP Regional Land Transport Plan 2024-2034, the 'Significant Improvement Activity' shown for item #51 is 'Turret Road Bridge resilience'.

My concern is for a small colony of nesting native seabirds - the white fronted terns (tara) on the horizontal beams that remain of the old bridge, adjacent to and on the inland side of the current Turret Road Bridge. Nesting takes place from approximately Sept to Feb. The 'Conservation Status' of the birds is 'declining' so I feel it's important that their numbers are protected if at all possible.

I am asking that when the 'Turret Road Bridge resilience' work is undertaken can it be done in such a way or at a time that avoids disturbance to the nesting birds. I'm sure the Dept of Conservation and/or Forest & Bird could provide information and assistance to help achieve such an outcome. I am happy to provide more information if required, too. Thank you for the opportunity to submit. When I send this by email I will attach a couple of photos of the birds on the old bridge beams to support my submission. Cheers, Richard Tustain



RLTP2024-0093



Submission by

The Employers and Manufacturers Association

to the

Bay of Plenty Regional Council

on the

Draft Regional Land Transport Plan (RLTP) 2024-2034

March 2024



About the Employers and Manufacturers Association (EMA)

The EMA has a membership of more than 7500 businesses, from Taupō north, employing around 300,000 New Zealanders.

The EMA provides its members with employment relations advice from industry specialists, a training centre with more than 600 courses and a wide variety of conferences and events to help businesses grow.

The membership covers all industry sectors and all business sizes. The EMA has a duty to our members to keep them informed on what changes are being planned that will both positively and negatively alter the way they manage their business. We are actively encouraging our members to be more proactive in this space to enable them to mitigate the slow and unrelenting changes that are unfolding.

The EMA also advocates on behalf of its members to bring change in areas which can make a difference to the day-to-day operation of our members, such as RMA reform, infrastructure development, employment law, skills and education and export growth.

Contact

For further contact regarding this submission:

Joanna Hall
Senior Policy Advisor
Employers and Manufacturers Association
Private Bag 92-066
Auckland 1142
New Zealand

Mobile: +64 27 807 5450
E-mail: joanna.hall@ema.co.nz



Introduction and background

Thank you for the opportunity to give feedback on the Bay of Plenty Council's Draft Regional Land Transport Plan 2024-2034.

Our mandate is to advocate on behalf of business. Our mission is to make local businesses more successful.

The EMA has over 800 member businesses in the wider Bay of Plenty region, as well as long-standing offices in Tauranga and Rotorua and we have a strong interest in seeing the region grow.

The Bay of Plenty has had historic under-investment in infrastructure including transport. To enable our businesses to continue growing, thriving, and supporting our communities we believe investment in infrastructure is crucial to unlocking potential in the Bay of Plenty and creating a vibrant and prosperous region.

There are some key objectives and projects that need to be focused on, barriers to enabling these that must be addressed, and the final Regional Land Transport Plan must align with the new Government Policy Statement on land transport 2024 to ensure the best chance for success.

Submission Questions

1. How much do you agree or disagree with the transport challenges this region is facing?

We agree with most of the challenges highlighted but think the focus needs to be on the congested and deteriorating transport infrastructure and the shortage of accessible, affordable housing.

Home to the largest port in New Zealand by total cargo volume, the Bay of Plenty is a key area for industry, and freight volumes are only forecast to grow. Transport infrastructure in the BOP needs to be able to keep up with this growth both for the prosperity of the region but also for those using the road alongside all the freight-related transport.

Transport infrastructure is also crucial to unlock housing in an already tight market. Lack of access to housing doesn't just impact on the ability to fill employment opportunities and generate productive output, but increases costs for existing citizens, reduces quality of life and ability for local businesses to attract workers with the skills they need.

Factors that are the cause of some of these challenges should also be addressed in the plan to drive change. These include factors like:

- o How existing funding / financing systems can meet the needs of a fast-growing region, and what other systems or tools might be needed.
- o Capability and capacity of local and central government to deliver projects within appropriate timeframes.
- o What effect changes in national policy direction will have on local delivery and how continuity of key projects is maintained.



2. How much do you agree or disagree with the transport objectives?

We agree with most of the objectives identified, however, Economic Prosperity and Enabling Housing Supply should be the emphasis, which will support the Draft Government Policy Statement on land transport as well as the core challenges and needs of the region.

The headline targets seem overly ambitious and not fully aligned to the objectives. Additionally, the headline target for Economic Prosperity is focused on timeliness for freight movements during inter-peak hours, this should be across all hours not just peak/inter-peak times.

The causing factors of the main challenges mentioned earlier, are not addressed in the objectives, and without addressing these, you won't see meaningful change in the outcomes.

3. How much do you agree or disagree with the proposed list of priority projects?

We agree with the proposed list of priority projects and emphasise that those projects which enable housing and freight should be accelerated.

The SH29A package of works is crucial to the Bay of Plenty having benefits to freight, employment opportunities, land supply for housing and industry, safety for road users, and public transport opportunities. The importance of this project could be emphasised more in the RLTP.

The Connecting Mount Maunganui (both Local Roads and State Highways) project could also be highlighted more clearly in the RLTP. This project needs to be progressed with some urgency due to its impacts on the economic wellbeing of both the Bay of Plenty and New Zealand as well as on the liveability of Bay of Plenty locals trying to move around the area.

Other Feedback

The Draft RLTP should be reviewed and reissued to align more closely with the new government's policy direction, and in line with the new Government Policy Statement on land transport 2024. This will set the region up better for successful collaboration with central government on key projects that need action quickly.

The RLTP also should touch on or dig into some additional elements that should be considered:

- Tools and mechanisms to improve efficiencies within the transport system.
- Exploring current and new funding and financing tools that will be needed to keep up with the capital and speed required on some key projects, and which have been highlighted as possibilities with the new government:
 - o User pays models and tolling on new roads.
 - o Congestion/time of use charging.
 - o Enablement of overseas investment.



Conclusion

The EMA agrees with many of the challenges, objectives, and priorities in the Draft RLTP, however, without alignment with the forthcoming Government Policy Statement on land transport, it will be ineffective in the new political environment and risks Bay of Plenty transport issues being overlooked.

The Bay of Plenty has been undergoing, and will continue to experience, large amounts of growth in both industry and population, and while there is huge potential, the state of region's transport infrastructure will severely impact on businesses, communities and individuals if not addressed in a strategic and timely manner.

We would like to thank the Bay of Plenty Regional Council for the opportunity to submit on the Draft Regional Land Transport Plan 2024-2034.

24 March 2024

Attention: RLTP Submissions
Freepost 122076
Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158

Sent by e-mail: rntp2024@boprc.govt.nz

To whom it concerns,

**Draft Bay of Plenty Regional Land Transport Plan 2024-2034
SUBMISSION BY PORT OF TAURANGA LIMITED**

The Port of Tauranga (Port) appreciates the opportunity to provide its submission on the Draft Bay of Plenty Regional Land Transport Plan 2024-2034 (Draft RLTP). To confirm:

- This submission is on behalf of an organisation, contact details are provided in the footer.
- The Port does not wish its contact details to be kept confidential.
- The Port wishes to be heard in support of its submission.
- The Port's submission will be in English.
- The Port wishes to speak to its submission in Tauranga.

Introduction

The Port is a strategic asset to the Bay of Plenty region, providing employment, import/export access for commodities and contributing significantly to the region's Gross Domestic Product (GDP). As noted in the Draft RLTP's description of the region's transport system:¹

Port of Tauranga is New Zealand's largest seaport for exports and has a substantial impact on the region's economic activity...

The Port's efficiency relies heavily on the current and future efficiency of the region's transport network in order to maintain its competitiveness in an ever increasingly competitive world. In recent years there has been sound land-based transport strategy and delivery for the region that has enabled the Port to continue to provide the kind of support the region's industries need in order to grow and prosper.

In saying this, the Bay of Plenty region (and in particular Tauranga City) is projected to continue on a growth trajectory, and with this growth the demands on its infrastructure will intensify. It is

¹ Draft RLTP, page 41

therefore critical that the region has the capability to realise the positive benefits of this growth so that it can maximise its economic contribution to New Zealand.

As outlined above, the Port plays a key role in the economic prosperity of the region. In this context it is essential that the RLTP recognises the strategic importance of the Port to the region, and accordingly ensures that land transport planning and investment in the transport network enables the Port to operate safely and efficiently. To a large extent the Draft RLTP achieves this.

The Port wishes to highlight that the Draft RLTP was produced under different policy settings and direction from central government, and therefore recommends that the RLTP is reissued with appropriate changes for the new political environment.

Regardless, the specific matters of the Port's submission are set out below, which respond to the questions posed in the Council's online submission form.²

Pātai 1 – Ngā wero | Question 1 – Challenges

How much do you agree or disagree with the transport challenges the region is facing?

The Port agrees with the challenges listed but would suggest that the underlying causes of some of these challenges, particularly roading congestion and deteriorating transport infrastructure, are also articulated if effective change is to be driven. These might cover:

- Ability for existing funding / financing schemes to meet the needs of a fast-growing region.
- Ability for local and central government to effectively deliver transport projects in a timely manner.
- The effect of changes in policy direction on execution at a local level.

Pātai 2 – Ngā whāinga | Question 2 – Objectives

How much do you agree or disagree with the transport objectives?

The Port agrees with the objectives, but suggests:

- That the 'headline targets' seem ambitious and are not fully enabled by the supporting policies. For example, the "economic prosperity policies" (4.1 to 4.9, as per Figure 3.6) in our view are not strong enough in themselves to enable an improvement of travel time predictability for freight movements. Further, the transport system should improve travel time predictability and resilience for freight movement during peak times, as well as interpeak.
- The underlying causes of issues, as outlined above, are not addressed in the objectives or the supporting policies.

² <https://www.participate.boprc.govt.nz/rltp>, 'Submission Form'

Pātai 3 – Ngā whakaaroatu ā-rohe | Question 3 – Regional priorities
How much do you agree or disagree with the proposed list of priority projects?

The Port agrees with the priority projects, in the context of emphasising the importance of enabling productivity for freight movement to and from the Port. In particular this includes the “prioritised significant activity” projects (Table 5.12), namely:

1. Tauriko SH29/SH29A Package of Works.
2. Tauranga SH2 Western Growth Corridor, Takitimu North Link Stage 2.
3. SH2 and Hewletts Road sub-area, connecting Mount Maunganui – Hewletts Road sub-area accessibility improvements. In particular the Hewletts Road/Totara Street intersection has long been a critical capacity constraint in terms of capacity, travel time reliability and resilience.
4. Tauranga SH2 Eastern Growth Corridor.

Pātai 4 – Kōrero mai | Question 4 – Comments
Do you have any other comments/feedback on the draft RLTP?

The Port wishes to emphasise that the speedy delivery of the above priority projects is of critical importance to the Port and the Bay of Plenty region. Where possible, the timing of these projects should be brought forward in recognition of the economic benefits that they will create.

The Port again thanks the Council for the opportunity to provide its submission on the Draft RLTP and confirms that it wishes to be heard in support of the submission.

Yours sincerely



Dan Kneebone
PROPERTY & INFRASTRUCTURE MANAGER

dank@port-tauranga.co.nz

Ph: +64 7 572 8852

Cell: +64 274 456 860



SUBMISSION

Submission: Bay of Plenty Regional Land Transport Plan 2024-2034

To: Bay of Plenty Regional Council

Date: 24 March 2023

Contact: Dom Kalasih, Interim CEO
la Ara Aotearoa Transporting New Zealand
dom@transporting.nz
04 472 8285

Billy Clemens, Policy Advisor
la Ara Aotearoa Transporting New Zealand
billy@transporting.nz
04 471 8283

About Ia Ara Aotearoa Transporting New Zealand

- 1 Ia Ara Aotearoa Transporting New Zealand is a national membership association representing the road freight transport industry. Our 1,100 members operate urban, rural and inter-regional commercial freight transport services throughout the country. Road freight transport accounts for approximately 93% of the total tonnage of freight moved in New Zealand.
- 2 As the peak body and authoritative voice of the road freight sector, Transporting New Zealand advocates for policies and investments that help our members operate efficiently, safely, and sustainably.

Submission on Bay of Plenty Regional Land Transport Plan 2024-2034

- 3 Transporting New Zealand appreciates the opportunity to make a submission on the Bay of Plenty Regional Land Transport Plan 2024-2034 (**draft RLTP**).
- 4 Transporting New Zealand notes that the strategic policy framework for the draft RLTP was developed under the policy environment of the previous government (as referenced at page 23 and 44-45 of the document).
- 5 Following the election of the Coalition Government, Transporting New Zealand requests that the formal consultation process be extended or paused, to allow for the draft RLTP to be substantially updated, reflecting up the Coalition Government's Policy Statement on Land Transport (GPS24) in the RLTP's 10-year transport priorities and prioritised investment programme.
- 6 Notwithstanding this, Transporting New Zealand has provided concise responses to each of the consultation questions.

Response to Bay of Plenty Regional Land Transport Plan 2024-2034 consultation questions

Question	Response
How much do you agree or disagree that these are the transport challenges the region is facing? Please tell us any challenges you think we have missed.	Transporting New Zealand broadly agrees with the transport challenges. However, given the significant forecast growth in the region's freight volumes (45% between 2020-30), ensuring safe and efficient freight movement should be identified as a challenge. Failure to adequately address this challenge will have a negative impact on congestion, journey times and safety, and hinder economic growth and productivity.
How much do you agree or disagree with the transport objectives?	Transporting New Zealand broadly agrees with the objectives. However we consider that, at minimum, the "Economic Prosperity" headline target should be amended to "~~Maintain~~ or Improve travel time predictability for freight movements on the primary freight network (road and rail) interpeak (between 9am and 4pm)" Given the ambition of the other focus area's headline targets, it would also be appropriate to include a reference to reducing journey times, rather than simply improving travel time predictability. Maintaining travel time predictability is not sufficient to enable improvements in economic growth and productivity. The economic prosperity objective could also refer to ensuring "more efficient supply chains for freight", as seen in the Outcomes of the current Government's draft GPS 2024.
How much do you agree or disagree with the proposed list of priority projects? Are there any other specific projects/activities not included here that should be prioritised?	Transporting New Zealand is supportive of the proposed list of priority projects, particularly those in the State Highway and Local Road Improvements Activity Class.
Do you have any other comments/feedback on the draft RLTP?	Transporting New Zealand notes that that the strategic policy framework for the draft RLTP was developed under the policy environment of the previous government (as referenced at page 23 and 44-45 of the document).

	Following the election of the Coalition Government, Transporting New Zealand requests that the formal consultation process be extended or paused, to allow for the draft RLTP to be substantially updated, reflecting up the Coalition Government's Policy Statement on Land Transport (GPS24) in the RLTP's 10-year transport priorities and prioritised investment programme.
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RLTP2024-0096

Submission to Draft Regional Land Transport Plan 2024-2034

24 March 2024

Bay of Plenty Regional Land Transport Plan Submissions
Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158

Name: James Trevelyan (Chairman)
Organisation: Te Ara Kahikatea Pathway Society Inc.
Postal Address: 273 Brown Rd, RD2, Te Puke 3182
Daytime telephone: 027 648-8878
Email address: james@trevelyan.co.nz

Attention: Chair of the Draft RLTP Hearing Subcommittee

We would like to speak to our submission at the hearings.

About us

Our group is a small community group composed of passionate, highly motivated individuals that initiated a 4km walkway in Te Puke. It has been hugely successful in terms of providing a safe, resilient, recreational pathway that resident and visitor walkers and cyclists have taken to in droves. We believe it is contributing to increased cycling activity in the community.

With council assistance, we achieved our initial goal, and evolved into an advocacy group for speedier, more substantial development, with bigger goals and aspirations. Our main focus now is to promote strategic shared pathways that improve connectivity and offer real modal choice for commuting from home to work, play, and even just going to the shops and cafes. We are not satisfied with the pace of change to date, especially on the Eastern side of the Western Bay of Plenty district.

We understand the barriers to making headway on projects, such as funding constraints, taking the community with us, overcoming ingrained political will, and competing priorities. Despite this, we don't feel any closer to achieving our primary goals of connecting Te Puke to the East (Rangiuru Business Park, Maketu, and Paengaroa) and Te Puke to the North-West (to Papamoa, Tauranga and Welcome Bay).

The second-highest ranked dedicated shared pathway project in the Draft RLTP prioritised list: -

#39 – Te Puke to Rangiuru Business Park Shared Pathway,

is a project that our group identified 5 years ago, and we have been actively advocating for it continuously since then. In fact, the detailed design produced by WBOPDC for this route was developed because of our advocacy. We were fortunate to have WBOPDC's Group Manager Transportation and Infrastructure (Gary Allis) understand the importance of the link from Te Puke to Rangiuru Business Park as an essential component of a modern, functional, safe transportation network that will provide true modal choice for RBP workers many of whom are likely to be housed in Te Puke. The emergence and uptake of more efficient e-bikes has been revolutionary for the viability of mode shift to cycling and this project.

Quayside Investments managers have confirmed that shared cycle pathways and connections to Te Puke and Papamoa will be integrated in the infrastructure of the business park as evidenced by project: -

#11 – Rangiuru Business Park Multi Modal Transport Improvements.

Now that Rangiuru Business Park development is full steam ahead with intensive earthworks and the interchange connection to the TEL taking shape, we can't lose sight of the importance of Projects #11 and #39. We urge members of the Regional Land Transport Committee to maintain vigilance on these projects.

1. Ngā wero | Challenges

How much do you agree or disagree that these are the transport challenges the region is facing?

Strongly agree

Please tell us about any challenges you think we have missed: -

- a. A severe shortage of accessible, affordable housing.

Te Puke is currently experiencing real population and housing growth as a result of the affordable housing (compared to other areas in the district), employment opportunities, and choice of great shops, schools and early childhood centres, which makes Te Puke attractive for many including young growing families. WBOPDC is actively planning for Te Puke's population to grow from 10,000 to 13,000+.

- b. Congested and deteriorating transport infrastructure which is adversely impacting quality of life and regional productivity.

Te Puke only has one road in from the West and one road in from the East. It's becoming evident the housing, population and kiwifruit growth is now highlighting the limitations of the Te Puke Highway with extensive queues on both sides of town at different times of the day, especially during kiwifruit harvest season. The UFTI (Urban Form & Transport Initiative) report highlighted the need for a future direct link from Te Puke to the TEL via the Papamoa East Interchange. This was proposed to incorporate a shared pathway and Public Transport bus route and will be vital to futureproof Te Puke's growth challenge. (Refer Appendix 1 below).

- c. Low public transport and active mode share.

While the BOPRC PT bus service in and out of Te Puke to the West has improved considerably over recent years, consideration will need to turn to expanding the service to the East once RBP becomes a functional entity. In terms of low active mode share refer all of above...

- d. High levels of greenhouse gas emissions from land transport modes as a result of high motor vehicle dependency and dispersed urban form.

We agree with the need for Connected Centres, increased PT uptake, and housing intensification in well-connected, well-serviced towns to assist in reduction of carbon emissions. WBOPDC's Plan Change 92 became fully operative on 21 March 2024 and introduces Medium Density Residential Standards to Omokoroa and Te Puke. New subdivisions are well-underway and new houses have already been occupied in anticipation of this plan change.

Transportation improvements in Te Puke, including walkways and cycleways, must be implemented as soon as possible to contribute to the 'Live, Work, Learn and Play' philosophy, and the new paradigm of 'Being able to access local social and economic opportunities within a 15-minute walk or bike ride, and sub-regional social and economic opportunities within 30–45 minutes. These concepts encourage strong local centres and connected neighbourhoods.' (Refer Appendix 2 below).

- e. Vulnerability to both severe weather events and longer-term climate change-related events.

Calls for resilient tsunami escape routes inland from Papamoa East further reinforces the need for a direct connection from the Papamoa East Interchange to Te Puke, for the benefit of Papamoa East residents.

- f. Increasing levels of deprivation and social isolation in smaller townships and areas of Tauranga, Rotorua, and Eastern Bay.

The introduction of PC92 to Te Puke and the myriad of other reasons highlighted above has also attracted interest from Kainga Ora and community housing trusts in providing housing for their clients. Accessible Properties Ltd purchased the entire Housing NZ stock in Te Puke (100+ houses) in 2016 and is now actively redeveloping these properties with higher density. The demographic of residents in these properties further supports the need for better PT and shared pathway options. Kainga Ora recently indicated they have 110 whanau on their housing register in need of more suitable housing or indicating a preference to relocate to Te Puke.

- g. High numbers of deaths and serious injuries on the roads.

Reducing vehicle numbers on our roads through mode shift will assist in reducing these statistics. Separated shared pathways are a given to reduce accidents and injuries to cyclists. There are currently no safe cycling routes in and out of Te Puke in any direction, other than putting life and limb at risk and competing with inattentive motorists and the preponderance of trucks and ag-hort machinery going about their daily movements while servicing Te Puke's various businesses, industry, and post-harvest facilities.

2. Ngā whāinga | Objectives

How much do you agree or disagree with the transport objectives? [Strongly agree](#)

Focus Areas

a. Healthy and safe people

Objective: Deaths and serious injuries are minimised on the region's transport system

Headline Target: 40% reduction in deaths and serious injuries, from 2020 levels, by 2030, on the region's road network

b. Environmental sustainability

Objective: The environmental effects, including emissions, arising from the use of the transport system are minimised.

Headline Target: Reduce carbon emissions from road transport by 41% between 2019 and 2035, on the path to net carbon zero by 2050.

c. Inclusive access

Objective: Communities have access to an inclusive, equitable and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.

Headline Target: Double mode share for public transport and active modes combined in the region's main urban areas by 2030.

d. Economic prosperity

Objective: The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.

Headline Target: Maintain or improve travel time predictability for freight movements on the primary freight network (road and rail) interpeak (between 9am and 4pm).

e. Resilience and security

Objective: Resilience issues in the transport system have been proactively identified and actioned so that the region can respond to, adapt, and rapidly recover from unplanned events and hazards.

Headline Target: Reduce the number of unplanned closures on the region's state highway network by 20% between 2018 and 2030.

f. Enabling housing supply

Objective: The transport system enables connectivity between places where people live, work, learn and play.

Headline Target: Increase the percentage of new dwelling units that are enabled within 500m of primary routes in urban areas.

3. Ngā whakaarotau ā-rohe | Regional priorities

How much do you agree or disagree with the proposed list of priority projects? [Agree](#)

- a. Supporting sustainable regional growth through planning and investing in transport infrastructure and services that lift economic prosperity and enable housing.
- b. An integrated freight system that optimises the efficient and effective movement of goods and services.
- c. Transitioning towards a more sustainable transport system to minimise environmental impacts.
- d. Enhancing the availability of accessible, affordable, and efficient travel choices for people, goods, and services.
- e. Building resilience into the transport system by strengthening essential connections, improving access to alternative routes, and delivering robust maintenance plans.
- f. Reducing road deaths and serious injuries.

Comment: -

[We believe Project #39 should be elevated to a higher position in the prioritised list for all the reasons outlined above.](#)

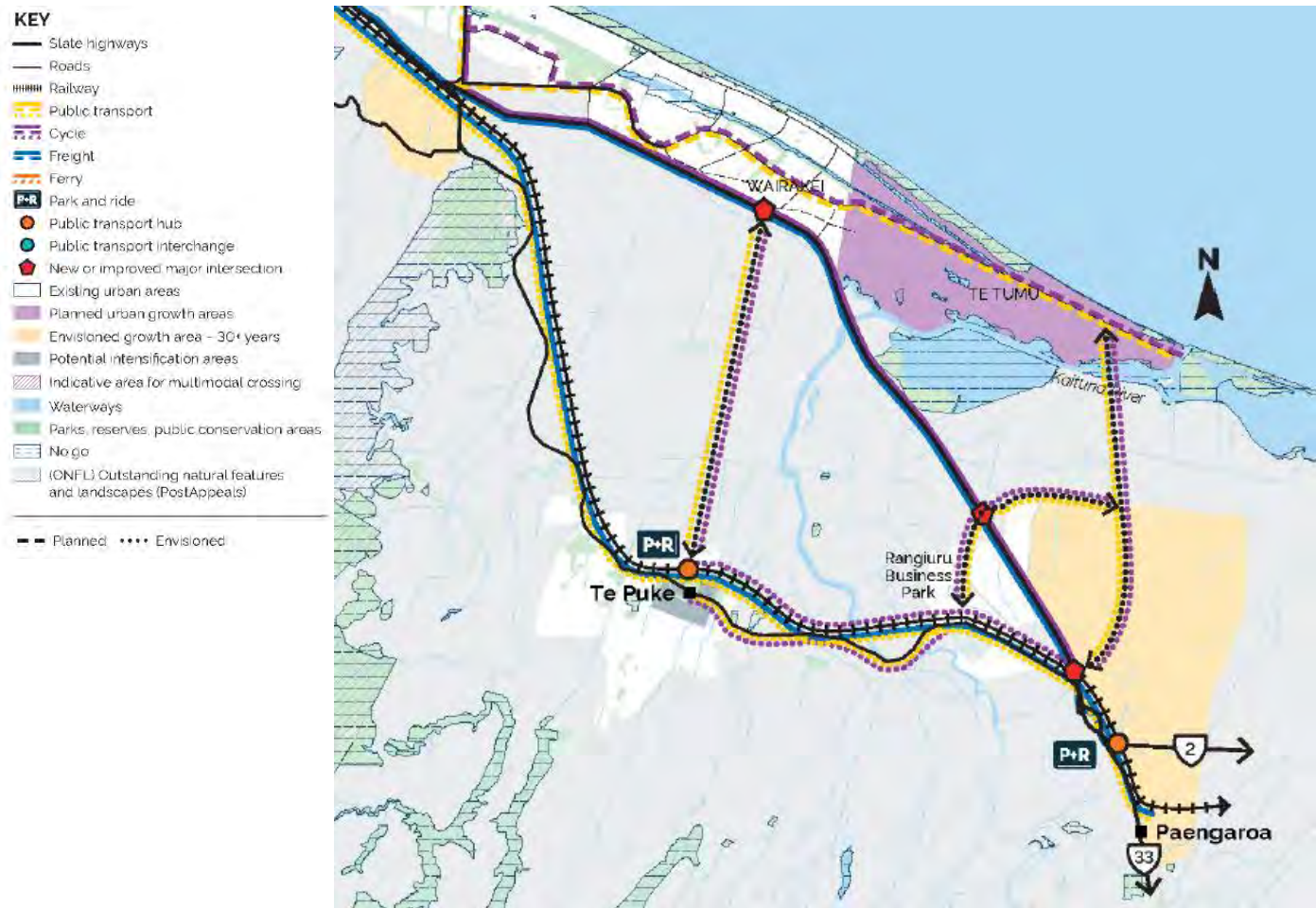
4. Comments

[a. We strongly agree with the following statement in the document: -](#)

'Current methods of funding and financing transport are insufficient to meet the region's needs. Additional funding will be required either in the form of increased taxes and/or road pricing and value capture. Failure to address this funding and investment challenge will result in gridlock across the city, a housing affordability crisis, increased carbon emissions and a significant fall in regional and national productivity. We need to act with urgency!'

[b. The new transport connection from Te Puke direct to the Papamoa East Interchange, as identified in the UFTI Key Messages Final Report, should be initiated as a project, and included in the RLTP Prioritised List \(Refer Appendix 1\).](#)

Appendix 1 – Overview of Connected Centres. Extract from ‘UFTI Key Messages Final Report’



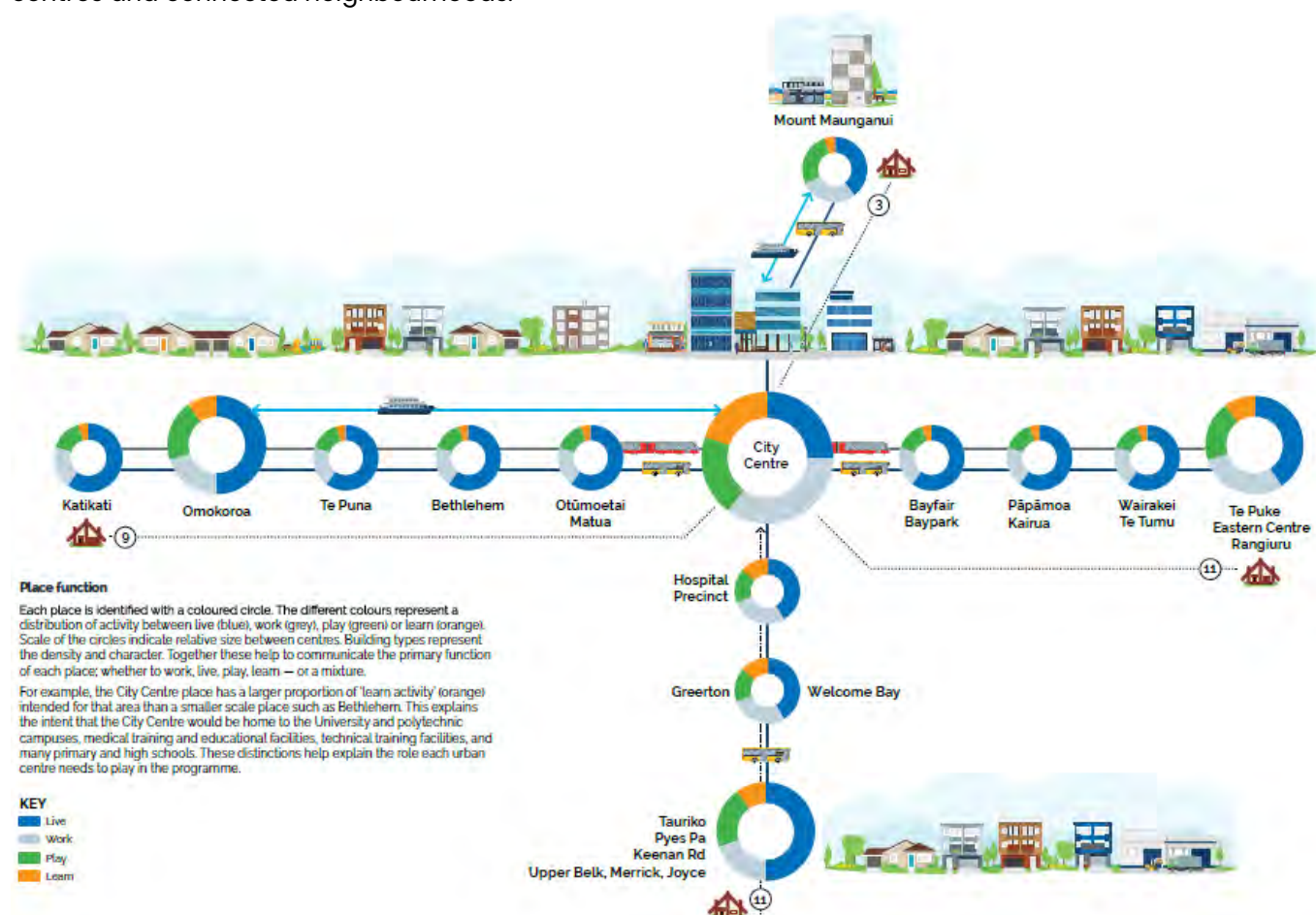
The “Connected Centres” Growth Scenario

This Strategy uses an envisioned population scenario of 400,000 people over the next 50 plus years. The population scenario is based on the high end of population forecasts and takes into account growth to date, and the context of where the western Bay of Plenty sits within the Upper North Island. While there is uncertainty as to when, how and at what rate the sub-region could reach this population, the Strategy provides for a settlement pattern that could accommodate this population if required. However, this is not a growth target.

The Urban Form and Transport Initiative identified Connected Centres as the preferred approach for the sub-region to manage growth, through consideration of different spatial scenarios and testing against criteria that reflect the growth challenges.

Two core concepts are critical to the Connected Centres programme: –

- Increasing the number of dwellings by intensifying existing urban and new growth areas. This is to maximise the land available for development and support a well-functioning multimodal transport system.
- Being able to access local social and economic opportunities within a 15-minute walk or bike ride, and sub-regional social and economic opportunities within 30–45 minutes. These concepts encourage strong local centres and connected neighbourhoods.



The transport components of the Connected Centres are four high frequency and dedicated public transport corridors linking key centres for work, learning and play. **Dedicated walking and cycling paths enable safe and easy access**, along with freight priority areas to support access to the Port of Tauranga and enable movement of goods around the harbour.

Q1

First Name

Short Text

Glen

Q2

Last Name

Short Text

Crowther

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Organisation (if applicable)

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

The objectives are good, the headline targets are less good, especially because the plan will not result in some of those targets being achieved.

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Disagree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

A public transport system that is fit for purpose for NZ's 5th largest city should be more highly prioritised. And some projects in smaller centres prioritised ahead of enabling more unsustainable growth.

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Please find separate submission from Sustainable BOP Trust sent by email.

Q15

Do you wish to be heard?

Multi Choice

Yes

Q16

I will speak in:

Multi Choice

English

Q17

I wish to speak in the location of:

Multi Choice

Tauranga

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

3110

Q22

What is your district?

Multi Choice

Submission by Sustainable Bay of Plenty Charitable Trust to 2024 Draft BOP Regional Land Transport Plan (RLTP)

1. Inequity of Project Prioritisation & Proposed Funding Allocation

The list of priority projects is inequitable. This is because:

- 1) Almost all the high-ranking projects are in or near Tauranga
- 2) All areas outside Tauranga get a far smaller funding allocation than is proportionate

The following table highlights this inequity:

District	% Population	% RLTP 2024-27	% RLTP 2024-27 excl NZTA
TCC	45.7%	34.0%	77.8%
RLC	21.0%	0.0%	0.0%
WBOP	17.2%	8.9%	20.2%
EBOP	16.1%	0.8%	1.9%
NZTA		56.3%	N/A
	100.0%	100.0%	100.0%

District	% Population	% RLTP 2024-34	% RLTP 2024-34 excl NZTA
TCC	45.7%	36.6%	79.5%
RLC	21.0%	0.1%	0.3%
WBOP	17.2%	3.2%	6.8%
EBOP	16.1%	6.2%	13.4%
NZTA		54.0%	N/A
	100.0%	100.0%	100.0%

Looking at the most extreme example, Rotorua is targeted to receive 0% of the funding (rounded down) over the next 3 years and only 0.3% of funding for the decade, even excluding NZTA-led highway projects. Yet it has 21% of the region's population and some significant transport challenges.

Eastern BOP collectively contains 16% of the population, yet is only pencilled in for 0.8% of the desired funding for the next 3 years, if all projects are approved. Even when excluding NZTA projects from the list, it is still only allocated 13% over the decade – and that is solely because of the \$150 million earmarked for Whakatane Council's proposed Additional River Crossing.

Compare that to Tauranga City, which contains 46% of the population. Apart from having most of the highest-priority projects, presumably making them more likely to be funded (if anything), Tauranga is allocated 78% of the desired non-NZTA funding for the next 3 years, and nearly 80% over the decade.

That is exacerbated by the vast majority of proposed NZTA investment being for highways in and around Tauranga.

Tauranga City has serious transport problems and deserves significant funding. However, we question the fairness of the proposed allocations in the priority projects list.

Imagine if the NLTF was allocated in the same way. It would mean that Auckland receives over half of all non-highway transport funding. Imagine the stink that would create, and the complaints from areas such as Christchurch and Hawkes Bay and ... yes ... Tauranga.

We are not arguing against any of the projects on the list. However, we have serious concerns about the prioritisation of projects and the lack of any analysis between geographical spread (TAs).

We also do not support most public transport projects being de-prioritised. It was obvious throughout 2023 that a Coalition government would be elected and we knew the direction they would take in regards to transport funding. Yet the RTC stuck to the chosen objectives and targets with that knowledge.

As some people have said to us, the first half of the Draft RLTP seems like a different document (people have called it fair and balanced), whereas the priority list of projects appears quite different (many have said imbalanced) and will not result in achievement of half the targets.

Moreover, the priorities go against what TCC and SmartGrowth have stated for the past 4 years in regards to UFTI: a transport system that is based around a step-change in public transport in Tauranga. The question has to be asked: Did BOP councils ever really believe that rhetoric, or was it stated only to try to secure funding from the Labour government? If the former, then what has changed? If the latter, then it makes a farce of the planning process – although it probably explains the lack of public consultation.

2. The Missing Piece: More Funding for Public Transport

Tauranga needs a step-change in its approach to public transport, which recognises the urgency of climate action and the right to equitable access to transport for all citizens. Tangible, measurable action is required.

The NZ Government is still committed to significant transport emissions reductions over the next 11 years, and this Draft RLTP and the BOP Regional Public Transport Plan both require significant public transport mode share increases to meet their goals. We do not think the project priorities in this plan go anywhere near far enough to address that issue.

In spite of its currently 'unfashionable' status, this is still a key concern of our Trust. BOP councils appear to fail to grasp or ignore the scale of the underfunding of public transport in the BOP region (especially Tauranga-WBOP) when compared to other metro centres.

The [Waikato PT Plan](#) provided the following comparative analysis of operating expenditure:

By way of context, the following outlines current public transport expenditure on a per capita basis:

- Wellington: \$734 per capita
- Auckland: \$313 per capita
- Christchurch: \$140 per capita
- Otago: \$121 per capita
- Waikato: \$71 per capita
- Bay of Plenty: TBC.

The BOP figure at the same time was \$66 per capita.

Looking at the 2021 RLTPs, the BOP region had the lowest spend on public transport out of the 'metro regions' as a percentage of total transport expenditure, the lowest PT opex spend per capita (when including only centres with a population of over 50,000 people), and equal lowest on a per capita basis with Waikato when including the total (urban and rural) population. This Draft 2024 RLTP perpetuates that trend.

The punchline:

To deliver a PT system that is attractive enough to get people out of cars and onto buses in significant numbers, you need to invest more.

3. Headline Targets

There is still a misalignment between the Objectives, Headline Targets, Sub-targets, Prioritised Projects and Proposed Funding allocation in this plan.

In some cases, the sub-targets will not add up to reach the headline target and/or the priority projects will not deliver on the sub-targets, let alone the headline targets.

Headline target 2 is: Reduce carbon emissions from road transport by 41% between 2019 and 2035, on the path to net carbon zero by 2050

Headline target 3 is: Double mode share for public transport and active modes combined in the region's main urban areas by 2030.

One sub-target for 3 states: "Increase cycle path/ shared use pathway kilometres within the region above 2023 levels". Another sub-target states: "Increase public transport boardings on average by 10% per annum to 2030."

Those two sub-targets will:

- a) Not add up to the headline target 3 of double mode share
- b) Not support headline target 2

Regarding public transport patronage, we submit that the targets are inadequate. The appropriate aspirational-yet-evidence-based goal should be a six-fold increase in urban PT patronage between 2024-34. That has happened before – it would replicate the six-fold increase in Tauranga patronage from 2002-12 and result in an estimated PT mode share of just under 10% minus growth (approx. 8%) by 2030. That is what is needed to have any chance of reaching the emissions target.

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What's more, there have been significant reductions in bus patronage in recent years, which makes that target potentially achievable. Tauranga will have to do the heavy lifting, so the time to act is now, as the WBOP Public Transport Business Case concludes and councils decide the plan.

When considering our proposed 6-fold increase in urban PT patronage by 2032, please remember that will only allow the BOP region to meet the 41% emissions reduction target in an extremely optimistic scenario. Do not think that our proposal is supporting a science-based carbon target to limit warming to 2 degrees (let alone the now-exceeded 1.5 degrees). It is merely accepting the current reality of the RLTP target and the likelihood of other factors (EV) resulting in more than anticipated emissions reductions.

Additionally, our proposed public transport target is less than half of that in the BOP Regional Public Transport Plan (RPTP). i.e. We are advocating for much less than what BOP councils have already agreed in another key regional transport policy.

In terms of how to resolve any conflicts between the different plans, we submit that:

- a) The RLTP (and NZ) target of 41% reduction in emissions 2035 should be overarching. The current Coalition government has committed to this target.
- b) UFTI-TSP should add targets to reduce transport emissions in Tauranga-WBOP (as the largest urban area in our region) by more than that amount - say 50% - and come up with a plan to support that target. We note the TSP had/has a goal to reduce transport emissions by about 23% by 2030 (seemingly updated to "up to 50% reduction in tailpipe emissions"), along with a target to increase peak AM PT mode share to > 5% by 2030.
- c) The RPTP mode share targets should be re-aligned to match the RLTP targets.

We support all targets not being per capita targets. We understand the temptation in high growth regions, but that is precisely the opposite of what is required for science-based targets. The atmosphere doesn't care how many people make the emissions – it responds to the total amount of CO2 reaching the atmosphere. So unless population growth is factored in, we will never reach the targets... at least until we enter global de-growth.

4. Tauranga-Western BOP Public Transport: Vision 2032

In broad terms, we still support most of the points in Vision 2032, a plan outlined in the Wednesday Challenge submission to the 2022 Public Transport Plan, aiming to see a step-change in public transport patronage:

- Hugely increased public transport mode share
- Fully decarbonised bus and minibus system across BOP by 2032
- On Demand (flexible route) transport within 200 metres pickup in key suburbs.
- Rapid transit corridors on dedicated Tauranga routes with 10-15 minute frequency
- Park n Ride facilities on the outskirts of each rapid transit route (e.g. Katikati, Omokoroa, Whakamarama, Papamoa East)
- Ferry services between Tauranga and Mount Maunganui
- Fast and affordable Intra-regional (between Tauranga, Rotorua and Whakatane) and Inter-regional public transport services – potentially including Hamilton to Tauranga rail.
- Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup, charging, shared mobility).

5. Intra-Regional and Inter-Regional Public Transport

We urge BOP Regional Council to fast-track better intra-regional bus services between Tauranga, Rotorua and Whakatane, as the current offerings are completely inadequate. They are the least talked about aspect of the BOP public transport system, yet are important for:

- Work commuters
- Tertiary Students
- Seniors
- People visiting friends
- Visitors to the region (Tourism BOP strongly supports a better public transport offering between Tauranga-WBOP and the Eastern BOP sub-region)

The best offering to travel between Tauranga and Whakatane is still about an 8-hour trip via Rotorua (long layover), with no option to return back to Tauranga on the same day. That is a ridiculous offering in the context of 21st century low carbon travel.

6. Public Transport Fares

The public transport fare structure is a vitally important issue that STILL needs to be addressed. The long-awaited fare review needs to deliver an integrated, evidenced-based fare structure that drives up patronage. In general, we still support fare free travel for:

- Seniors
- Children
- People with disabilities + 1

Ideally also discounted fares for Community Services Card holders and youth.

We do not support free or discounted adult fares. However, we do see lots of opportunities for more attractive adult fare pricing in the form of weekly and/or monthly 'passes'

7. Western BOP Transport Projects

- a) We support the calls from local communities in Katikati and Waihi Beach for better public transport services. It is completely inadequate for there to only be about half a dozen daily bus trips between Katikati and Tauranga. We urge the RTC to push for more funding for more frequent services and for BOPRC to do the same in its LTP.
- b) We support the submission from Te Ara Kahikatea Pathway Society. We see some great opportunities to fast-track vitally important transport projects in the wider Te Puke area.

Te Puke is currently experiencing population and development as a result of its relatively affordable housing (compared to other areas in the district), employment opportunities, and community facilities. This is forecast to continue. However, traffic congestion and poor accessibility options are likely to worsen unless a proactive approach is taken. Deteriorating transport infrastructure which is adversely impacting quality of life and productivity.

As Te Ara Kahikatea Pathway Society states:

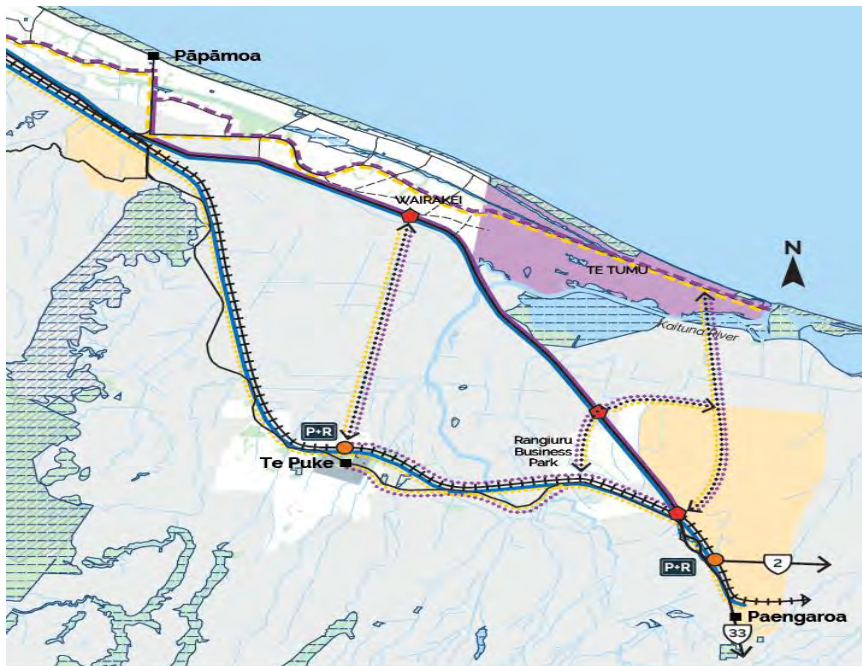
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“Te Puke only has one road in from the West and one road in from the East. It’s becoming evident the housing, population and kiwifruit growth is now highlighting the limitations of the Te Puke Highway with extensive queues on both sides of town at different times of the day, especially during kiwifruit harvest season.

The UFTI report highlighted the need for a future direct link from Te Puke to the TEL via the Papamoa East Interchange. This was proposed to incorporate a shared pathway and Public Transport bus route and will be vital to futureproof Te Puke’s growth challenge.”



We support fast-tracking the proposed UFTI multi-modal connections linking Te Puke, Rangioru, Paengaroa, Wairakei-The Sands and Papamoa-Tauranga.

In particular, we support the creation of a new road, with cycleway alongside, between Te Puke and the PEI. This will not only provide a better level of service for people travelling from Te Puke to Papamoa and vice versa, but it will:

- a) Reduce congestion on the Te Puke Highway at peak times
- b) Reduce travel times
- c) Increase productivity
- d) Increase resilience – there is currently far too much reliance on one road
- e) Cope better with forecast increases in freight volumes – especially once Rangioru Business Park is completed
- f) Reduce carbon emissions – both from reduced travel distances + some modal shift to bikes and e-bikes
- g) Improve travel safety
- h) Provide a safe cycleway link to/from Te Puke to the coast and to the Mount and Tauranga
- i) Provide a better public transport option for the wider Te Puke area
- j) Provide a much-needed tsunami escape route for Wairakei and Papamoa residents – the importance of this cannot be overstated and it is strongly supported by Papamoa Residents & Ratepayers’ Association (PRRA) and the Eastern Corridor Alliance (ECA).

This road should be built now. Don't wait for the existing highway to congest and for emissions to increase further.

So should the project currently ranked #39: Te Puke to Rangiuru Business Park Shared Pathway. This proposed walking and cycling link from Te Puke to Rangiuru Business Park is an important component of a modern, safe, multi-modal transport network that will provide genuine choice for Te Puke, Rangiuru and Paengaroa workers – most of whom will live in Te Puke. E-bikes make modal shift to cycling a real factor, and this project could significantly reduce peak-time congestion and carbon emissions.

While Tauranga-Te Puke bus service has improved in recent years, it is important to make it aligned with Tauranga's other 20-minute services, and to expand the service to Paengaroa – especially once Rangiuru Business Park goes live. The new road will help to make that a far better service, enabling a quicker round trip option for Te Puke passengers and others in neighbouring areas.

WBOPDC's Plan Change 92 became operative on 21 March 2024 and the new Medium Density Residential Standards in Omokoroa and Te Puke mean that transport improvements in Te Puke, including better walkways and cycleways, should be implemented as soon as possible – as outlined in UFTI.

We also understand that Quayside Investments has confirmed that cycleways are part of its transport plan to enable people to travel to/from Rangiuru.

Reducing vehicle numbers through mode shift to safe cycleways and footpaths will help to improve the poor safety statistics in and around Te Puke. There are currently no safe options to bike in and out of Te Puke, yet there are more heavy vehicles than most parts of the region.

About Sustainable Bay of Plenty Charitable Trust

Our Vision

To be great ancestors.

Our Mission

Shaping sustainable outcomes through awareness, accountability and action.

Our Purpose

To make environmental, social and economic sustainability a key lens through which organisations frame and evaluate their strategic and operational decision-making.

We do this by:

- Raising awareness of sustainability issues
- Connecting sustainability stakeholders, including businesses, councils and communities
- Disseminating evidence-based analysis relating to sustainability issues
- Promoting and delivering sustainability education, discussions and events
- Supporting the development of a low carbon circular economy
- Promoting sustainable urban development and transport systems

We provide evidence, tools and support to encourage, enable and evaluate sustainable decision-making by community groups, businesses, iwi and hapu, local government and central government.

Our People

Glen Crowther is our Executive Director and together with Denise Arnold, Beth Hughes and Jo Wills, we are an active and engaged group of trustees, each contributing our unique experience and expertise. We have come together because we face an unsustainable and inequitable future.

The need for a strong sustainability organisation in Tauranga and the wider Bay of Plenty is clear. We have a housing crisis, our CO2 emissions have increased more than other NZ regions, there is increasing social deprivation, we have water shortages, many of our region's waterways are polluted, Tauranga has the lowest mode share for public and active transport of any NZ metro, our urban planning has failed to meet the needs of our growing and aging communities, and engagement between Council and local communities is at an all-time low here in Tauranga.

We welcome partnership and collaboration with any other organisations or groups who share our kaupapa. Together with our supporters, we aim to create a more prosperous and sustainable future for Toi Moana | Bay of Plenty.

We are independent, non-partisan, and evidence-based. We advocate for a systemic approach based on the principles of equity and strong sustainability.

Sustainable Bay of Plenty

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Q1

First Name

Short Text

Craig

Q2

Last Name

Short Text

Pooley

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strongly Disagree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Being able to predict travel times accurately.

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Strongly Disagree

Q11

Q2. Please explain your answer.

Short Text

Transport should be focused on efficiency as the first and most important goal.

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Katikati bypass. Removing 80kmph speed limit from Katikati to Tauranga. Restoring it to 100 kph

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Stop making changes which increase travel times. The number 1 goal is to get from a to b in the most efficient way.

Prioritise roading for cars, trucks and buses over cycling.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known

Short Text

3611

Q22

What is your district?

Multi Choice

Western Bay of Plenty

Q1

First Name

Short Text

Felix

Q2

Last Name

Short Text

Hohener

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Get rid of rumble strips. They are a hazard to cyclists.

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Much better cycle lanes. Change the housing mode concept so it is less road transport dependant.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Prefer not to say

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Rotorua

Q1

First Name

Short Text

Laura

Q2

Last Name

Short Text

Weaser

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Strongly Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Connection / safety between Mount Maunganui around Totara Street and Port activities. Consider how we could possibly separate Port traffic from commuters / cyclists.

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Any form of cycleway needs to be safe and well considered for connectivity. We have a history here of putting in cycleways that don't support the ease or efficiency for commuters.

More frequent, regular buses, and considered bus routes between main suburbs.

On Demand bus to grow to include other areas.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

John

Q2

Last Name

Short Text

Hayler

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Having new housing close to routes would make it easier to get to key areas.

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Having rail network links to auckland and Hamilton would be great. This would make it easier to get to other towns without having to use cars and clogging up the roads.

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Make the rail link between Auckland and Hamilton a priority

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Other (eg Dutch, Japanese, Tokelauan):

Q21

BritishWhat is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Nathan

Q2

Last Name

Short Text

Wisse

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

public transport should be a top priority, and transport that is not just buses.

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Q15

Do you wish to be heard?

Multi Choice

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

2001

Q20

What is your ethnicity?

Multi Choice

NZ European / Pākehā

Q21

What is your post code (if known)

Short Text

3116

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Nicole

Q2

Last Name

Short Text

Banks

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

People living far away from their place of work e.g. Te Puke and working in Tauranga CBD and the toll the travel time takes on their wellbeing and work life balance.

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Good challenging targets

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Local Tauranga Bus route review, still a lot of areas the bus doesn't reach. Might be in the more detailed plans already though

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Good to see some significant projects in line to help improve the transport network. really like the idea of a regional payment system for transport too, less different plastic cards for the region.

Q15 Do you wish to be heard?

Multi Choice No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Female / Wahine

Q19 What year were you born?

Short Text 1991

Q20 What is your ethnicity?

Multi Choice NZ European / Pākehā

Q21 What is your post code (if known)

Short Text 3116

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Tessa

Q2

Last Name

Short Text

Lawrence

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Park'N'Ride Trial Tauriko

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Q15

Do you wish to be heard?

Multi Choice

No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Female / Wahine

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Matthew

Q2

Last Name

Short Text

Macmillan

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Poorer health outcomes relating to high proportion of un-active private transport (e.g. sitting in cars in traffic as opposed to walking short distance to bus, or cycling)

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

This list identifies the issues very comprehensively, however in regard to housing supply, it can only be achieved in conjunction with densification

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

I broadly agree. It would be good to see some identification of ways we can reduce the need for congestion/movement, for example, improved shopping and education facilities in Welcome Bay would reduce the need for population to travel into town as often.

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

I think it's very comprehensive. The summary has Healthy and Safe people as its top priority but focuses on road deaths and injuries. That is clearly important, but there are also health benefits to be gained in encouraging cycleways, easy walking routes and even bus travel which requires a degree of walking. I did not see any mention of utilising our harbour as a viable transport option - particularly the Omokoroa/Mt/Strand triangle.

Q15 Do you wish to be heard?

Multi Choice No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text U.K.

Q20 What is your ethnicity?

Multi Choice NZ European / Pākehā

Q21 What is your post code (if known)

Short Text 3175

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Paula

Q2

Last Name

Short Text

Ramirez

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Public transport is not interconnected, include the rail use for passenger to have a wider public transport system

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

The key aspect that all the objective have in common is to improve the way that the communities are connected, having a great impact on the economy.

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Not sure if the use of the railways for passengers is included on the infrastructure business case mentioned on the Tauranga's project

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

No

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Marleena

Q2

Last Name

Short Text

Holmberg

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

I agree but think more emphasis should be put into improving the public transportation network including utilising the rail for passenger trains

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Train connection to Auckland would make a huge difference to this area and would allow people to be less reliant on private vehicles and flying.

Also further ferry services between the different areas within and around Tauranga would also make an impact on the traffic congestion where commuters could use the ferry instead. Considering that busses get stuck in traffic, this would be a way better option

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Jeremy

Q2

Last Name

Short Text

Brown

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

An emphasis on a mixed model transport approach

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Less cars on the road is about giving reliable, affordable options to the public.

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Disagree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Battery operated trams running on existing rail lines

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Tauranga and it's surrounding centres have a unique opportunity to leverage existing rail infrastructure into a viable public transport network.

The exiting lines run through central Tauranga, out to Mt Maunganui via Bay Oval and Bayview Mall, then along Papamoa and out to Te Puke.

With the advance in battery technology there is no longer the considerable cost of building overhead wires or a third rail solution to power trams running on those existing lines.

By building platforms and park n ride solutions along the existing corridor, the need for cars could be greatly relieved.

By assuring the public are able to take their bikes and pets on the trams would also improve the multi modal use by children, tourists and commuters.

A short test case running purely between central Tauranga and Mt Maunganui could then be extended if successful.

The implementation of a tram network on existing lines could then be an example for other centres looking to achieve the objectives in the draft.

While I am currently based in London, my family grew up across the Bay of Plenty. I would like to return to the area in future and working on a project such as this one interests me greatly.

Q15 Do you wish to be heard?

Multi Choice

Yes

Q16 I will speak in:

Multi Choice

English

Q17 I wish to speak in the location of:

Multi Choice

Online

Q18 How do you identify your gender?

Multi Choice

Male / Tāne

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

What is your post code (if known)

Q21

Short Text

What is your district?

Q22

Multi Choice

Tauranga

Q1

First Name

Short Text

Shawn

Q2

Last Name

Short Text

Crane

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Strongly Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

I think a business case for Intercity rail, Auckland, Hamilton, Tauranga, should be prioritised.

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

John Simon

Q2

Last Name

Short Text

White

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Rural accessibility by public / shared transport. This is partly the cause of the 5th objective.

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Neutral

Q11

Q2. Please explain your answer.

Short Text

Enabling housing supply should not be an objective, it should be about creating sustainable communities and not just building houses anywhere.

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Disagree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Community and shared transport in the Eastern Bay of Plenty must be supported, as the fixed route network cannot catre for all needs which leaves people in isolation and poverty.

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

The plan is too road focussed, but that is hardly surprising given the new government agenda. Very keen to see inter-regional rail between Tauranga, Hamilton and Auckland.

Q15	Do you wish to be heard?
Multi Choice	No
Q16	I will speak in:
Multi Choice	
Q17	I wish to speak in the location of:
Multi Choice	
Q18	How do you identify your gender?
Multi Choice	Male / Tāne
Q19	What year were you born?
Short Text	1967
Q20	What is your ethnicity?
Multi Choice	NZ European / Pākehā
Q21	What is your post code (if known)
Short Text	3110
Q22	What is your district?
Multi Choice	Tauranga

Q1

First Name

Short Text

Courtney

Q2

Last Name

Short Text

Preston

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Shortage of alternative options for intercity/inter-regional travel, eg trains. I would visit the region (from Auckland) more if this was available, such as through an extension of the Te Huia train service

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

I would like to see rail prioritised as it is less stress and safer for passengers than driving and would take cars off the road, reducing congestion. This is true both for interregional rail travel, and more ambitiously, a metro train network

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Disagree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Public transport, especially local and inter-regional rail should be prioritised, otherwise this plan is merely paying lip service to climate goals without any action to accomplish them

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

A train connecting Tauranga to Auckland (via Hamilton) would make me far more likely to visit the region. A quality regional public transport network would encourage me to spend time there and to consider moving there. With the inevitable population growth forecasted, it is the only sensible transport option

Q15 Do you wish to be heard?

Multi Choice No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text 1986

Q20 What is your ethnicity?

Multi Choice NZ European / Pākehā

Q21 What is your post code (if known)

Short Text 1072

Q22 What is your district?

Multi Choice

Q1

First Name

Short Text

Reuben

Q2

Last Name

Short Text

Cohen

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Where to place wetlands and sponge areas which requires detailed knowledge of land soakage, flood flows and aquifer capacity with flow paths.

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Disagree

Q11

Q2. Please explain your answer.

Short Text

Climate considerations should effect housing supply. Town and City centres need to be walking areas predominantly. Water based transport along the coast. Truck size reduction and rail increased.

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Disagree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

If you don't put in some long term resilience measures then you will be spending precious resources for no return.

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Change the model you are using. The well being long term is the goal, not the temporary continuance of what is our present situation. Communities need to thrive and not just show economic vitality because economic vitality usually has a downside especially for the less fortunate communities.

Where are the detailed maps showing climate safety areas? Why are there no plans to accommodate flood waters within communities? Where is the effort to curb our present excessive resource usage?

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Whakatane

Q1

First Name

Short Text

Carol

Q2

Last Name

Short Text

Jenkin

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Reducing emissions and protecting the natural world should be the top priority

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Strongly disagree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

We need passenger rail services reinstated between the regions, eg extend Te Huia to Tauranga

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

We have a network of rail that should be opened up to rapid mass transport of people, rather than spending eye-watering amounts on more roads. We should also set up park and ride schemes along SH2 heading south into Tauranga.

Q15

Do you wish to be heard?

Multi Choice

Yes

Q16

I will speak in:

Multi Choice

English

Q17

I wish to speak in the location of:

Multi Choice

Tauranga

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Western Bay of Plenty

Q1 First Name

Short Text

Alan

Q2 Last Name

Short Text

Batkin

Q3 Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4 Phone Number

Telephone

Q5 Email address

Email

Q6 Postal address

Short Text

Q7 I wish to keep my contact details confidential

Multi Choice

Yes

Q8 How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Neutral

Q9 Q1. Please tell us any challenges you think we have missed.

Short Text

High cost of private motorised transportation

Q10 How much do you agree or disagree with the transport objectives?

Multi Choice

Neutral

Q11 Q2. Please explain your answer.

Short Text

2019 may have been a more representative year to use as a base year for road accidents etc.

Q12 How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13 Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Large bendy bus trial for congested peak hour Tauranga bus routes(short term borrow from AT). Consider peak-hour operation traffic lights at the crash prone roundabout, drivers take risks when there are a reduced number of safe breaks in the traffic flow.

Q14 Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Heavy Rail. Tauranga - for the efficiency of rail freight movement, due consideration should be given to double tracking the rail between Omokoroa and Te Puke(aim; to reduce heavy truck movements across the Harbour Bridge). Possible local public rail at some stage after that Central Tauranga (rail/bus hub)to a BayPark(rail/ bushub).(gain?-reduces bus movements across the Tauranga Harbour Bridge) The Regional Councils (Bay of Plenty and Waikato) and associated District Councils with active and legacy heavy rail lines should have a conference to determine a long term future pathway for what each area sees as their best use of the current rail infrastructure and what might be possible with reinstated rail infrastructure at some point in the future. // A Tauriko industrial area

(paid parking) bus park and ride to Central & CBD Tauranga City might be considered.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Mark

Q2

Last Name

Short Text

Boyle

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Organisation (if applicable)

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Neutral

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Q15

Do you wish to be heard?

Multi Choice

Yes

Q16

I will speak in:

Multi Choice

English

Q17

I wish to speak in the location of:

Multi Choice

Tauranga

Q18

How do you identify your gender?

Multi Choice

Prefer not to say

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Western Bay of Plenty

Q1

First Name

Short Text

Renee

Q2

Last Name

Short Text

Lubbe

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Organisation (if applicable)

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Lack of affordable accessibility for people in smaller towns and rural areas who do not have access to a car. The fixed public transport network cannot possibly cater for the needs of people, as demonstrated by the strong demand for Waka Eastern Bay.

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Whilst we agree with the accessibility objective, there should be clear targets to improve access to services and life opportunities for people in rural areas and smaller townships who do not have access to a private car.

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Neutral

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

For the Eastern Bay and other rural areas, there should be priority project around developing a community transport policy and funding framework.

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

As noted in the answer to question 3, developing a community transport policy and funding framework similar to that of Waikato and Canterbury would enable operators like us to deliver more services for people whose needs are not being met by the existing fixed route service. Whilst we support initiatives such as the on-demand trial in Pyes Pa, we would question why resources have not been made available to meet needs in areas of the region which do not have any fixed route services. For a fraction of the cost of the on-demand trial, operators like us – who currently

have no public funding – can deliver huge benefits to people who would otherwise be prisoners in their own homes.

Q15

Do you wish to be heard?

Multi Choice

Yes

Q16

I will speak in:

Multi Choice

English

Q17

I wish to speak in the location of:

Multi Choice

Whakatāne

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Whakatane

Q1

First Name

Short Text

Reuben

Q2

Last Name

Short Text

Aikman

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Neutral

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

I agree with the proposals for more active modes of transport, such as more walking and cycling lanes and tracks, as well more public transport services etc. I also think an idea going forward into the future, it would be good to look into ride sharing services and apps where people could look at ride sharing in cars to help reduce congestion on our roads etc. Going forward it would be good to have less vehicles on our roads to reduce carbon emissions, which is why I agree with the proposals for more walking and active transport investment. Also having more of our freight moved by railways where feasible would be good, to reduce the impact and wear and tear of heavy trucks on our roads. I strongly believe that investing in more public and active transport systems is a key to a more environmentally sustainable future. Also more education for the general public about the many benefits of active and public modes of transport would be good,

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

What is your district?

Q22

Opotiki

Multi Choice

Q1

First Name

Short Text

AMY

Q2

Last Name

Short Text

BOURKE

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Organisation (if applicable)

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Ferry service on Tauranga Harbour, funded by private sector

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Q15

Do you wish to be heard?

Multi Choice

Yes

Q16

I will speak in:

Multi Choice

English

Q17

I wish to speak in the location of:

Multi Choice

Tauranga

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

NZ European / Pākehā

Q21

What is your post code (if known)

Short Text

3112

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Cecily

Q2

Last Name

Short Text

Horne

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Challenges for developing local rail links and cycle ways, and connecting them to an inter-regional network.

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Sustainability and inclusivity are in the top three objective areas.

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Prioritise passenger rail and walking/cycling connections.

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Reassuring that environmental sustainability and inclusive access are high on the list. Keep working on the potential for passenger rail to to achieve many of the objectives.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Martin

Q2

Last Name

Short Text

Horne

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

The important, essential areas are covered to provide a better future.

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Strongly Agree

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Ensure that there are more cycle paths. Develop passenger rail links on the existing railway lines to Hamilton & Auckland.

Q15

Do you wish to be heard?

Multi Choice

No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 hat is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Suzanne

Q2

Last Name

Short Text

Thodey

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Strong agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Bus services are not frequent enough. If they were, perhaps more people would travel by bus in Tauranga

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

By reducing the number of vehicles on the road, there'd be less pollution, fewer accidents, and hold-ups. Also more transport options, eg trains to Hamilton and Auckland would help. Living closer to bus routes and stations. Alternatives are essential too

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Neutral

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

I particularly wanted to make a submission on the possibility that Te Huia might link Tauranga to Hamilton and Auckland. I would go by train to both those places. As things stand I don't jump in the car because of the driving and the prospect of congestion. For me a return trip to Auckland by train in a day is very appealing.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

John

Q2

Last Name

Short Text

Robson

Q3

Are you submitting as an individual, or on behalf of an organisation?

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

How much do you agree or disagree that these are the transport challenges the region is facing?

Multi Choice

Agree

Q9

Q1. Please tell us any challenges you think we have missed.

Short Text

Funding, funding, and funding!!!

Q10

How much do you agree or disagree with the transport objectives?

Multi Choice

Neutral

Q11

Q2. Please explain your answer.

Short Text

Where is 'community affordability'?... the objectives are an unconstrained 'wishlist'!

Q12

How much do you agree or disagree with the proposed list of priority projects?

Multi Choice

Neutral

Q13

Q3. Are there any other specific projects/activities not included here that should be prioritised?

Short Text

Q14

Q4. Do you have any other comments/feedback on the draft RLTP?

Long Text

Without complementary, trustworthy, information regarding the financial impacts of RLTP capex (in the short, medium and long-term) on the region's communities who ultimately (directly and/or indirectly) fund much of the opex, I am unable to take a clear position...

FWIIW, I have the same reservations re the 'non-financial' impacts on the region's communities.

Q15

Do you wish to be heard?

Multi Choice

Yes

Q16

I will speak in:

Multi Choice

English

Q17

I wish to speak in the location of:

Multi Choice

Tauranga

Q18

How do you identify your gender?

Multi Choice

What year were you born?

Q19

Short Text

What is your ethnicity?

Q20

Multi Choice

What is your post code (if known)

Q21

Short Text

What is your district?

Q22

Multi Choice

Tauranga

RLTP2024-0123

How to have your say on the draft Te Mahere tūnuku ā-papa ā-rohe Regional Land Transport Plan 2024-2034



You can have your say by providing a submission in any of the ways outlined below.

Consultation closes 4pm on Sunday, 24 March 2024.

A Complete a submission online at
participate.boprc.govt.nz/rltp

**Draft document
available
23 February 2024**

B Complete this submission
form and post it to us at:
Freeport Number 122076
RLTP Submissions
Bay of Plenty Regional Council
PO Box 364, Whakatāne 3158

**Have your say
23 February to
24 March 2024**

C Scan and email this form to
rltp2024@boprc.govt.nz

**Hearings
10-12 April 2024**

D Visit any of our offices across
the Bay of Plenty:

- 5 Quay Street, Whakatāne
- 1 Elizabeth St, Tauranga
- 1118 Fenton Street, Rotorua

**Deliberations
7-8 May 2024**

**Plan adopted
5 June 2024**

Puka Whakauru Submission Form



Your details

First name: *Anthony*
Last name: *Thompson*

Are you submitting as an individual, or on behalf of an organisation?

☒ Individual ☐ Organisation (if applicable):

Phone number:

Email address:

Postal address:

I wish to keep my contact details confidential ☐ Yes ☐ No

Submissions contain personal information within the meaning of the Privacy Act 2020. By taking part in this public submission process, submitter's agree to any personal information (including names and contact details) in their submission being made available to the public and published on our website, and for the information collected and held in accordance with our Privacy Statement available at www.boprc.govt.nz

Your gender:

☒ Male / Tāne
☐ Female / Wahine
☐ Another gender / He ira kē anō
☐ Prefer not to say

Year of birth:

☐ Prefer not to say

Your ethnicity:

☒ NZ European (Pākehā) ☐ Chinese
☐ Māori ☐ Indian
☐ Samoan ☐ Prefer not to say
☐ Cook Islander ☐ Other - e.g. Dutch, Japanese, Tokelauan etc.
☐ Tongan
☐ Niuean

Submitting in person?

All submitters have the opportunity to present their views and feedback to council during the hearing process 10 to 12 April. Do you wish to be heard?

☐ Yes ☐ No

I will speak in: ☐ English ☐ Te Reo Māori ☐ Sign language

I wish to speak in the location of ☐ Whakatāne ☐ Rotorua ☐ Tauranga ☐ Online