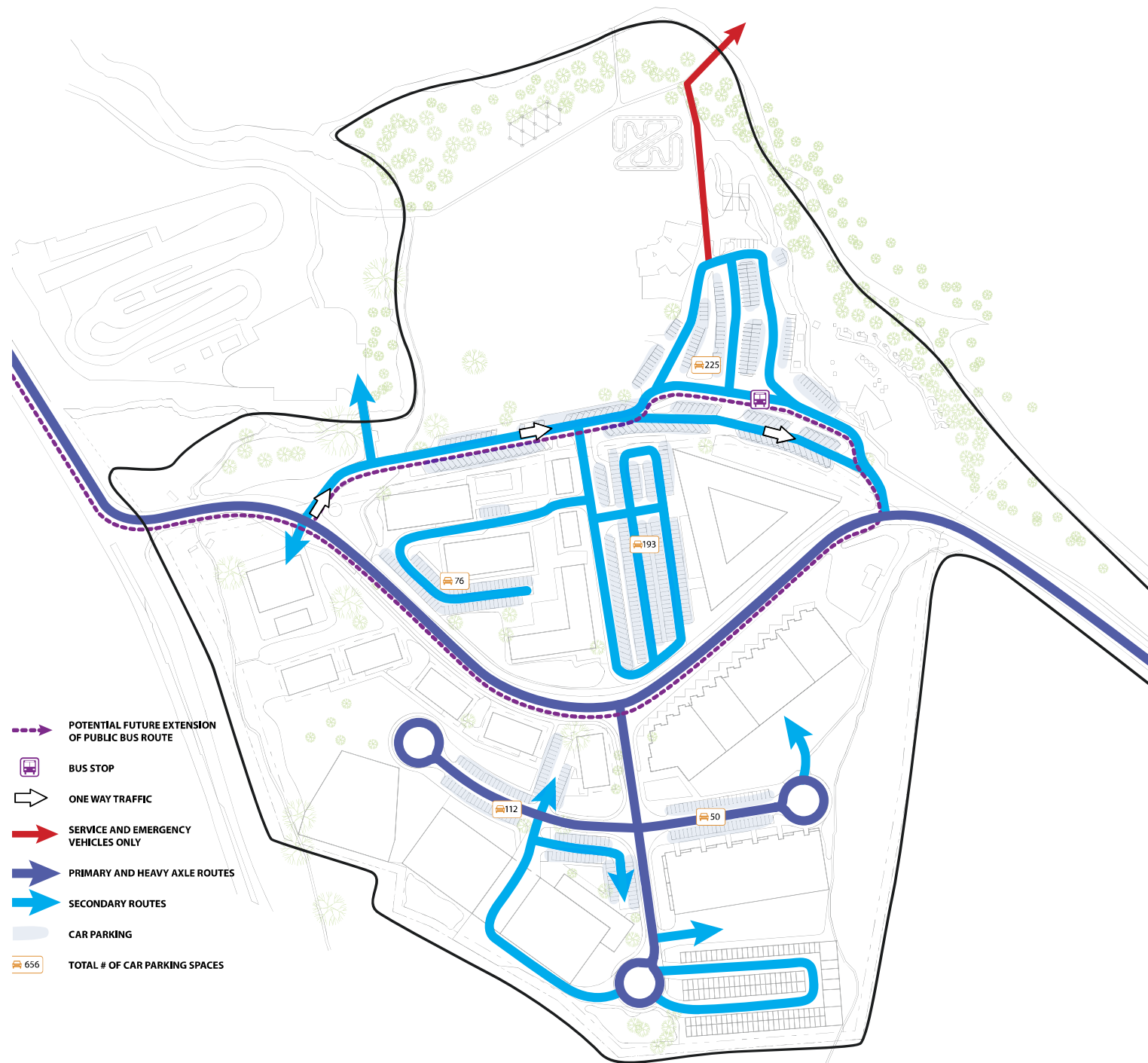


TRANSPORT

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)

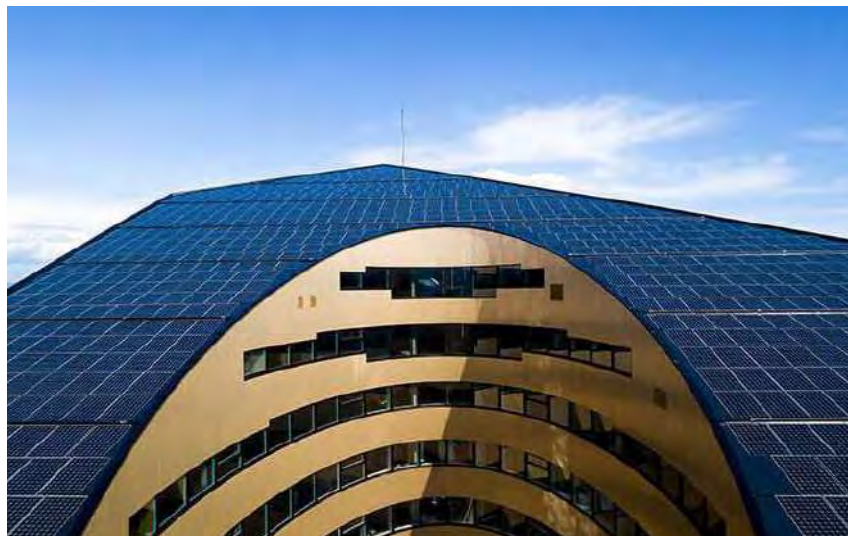
LANDSCAPING AND SUSTAINABILITY

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

226
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.

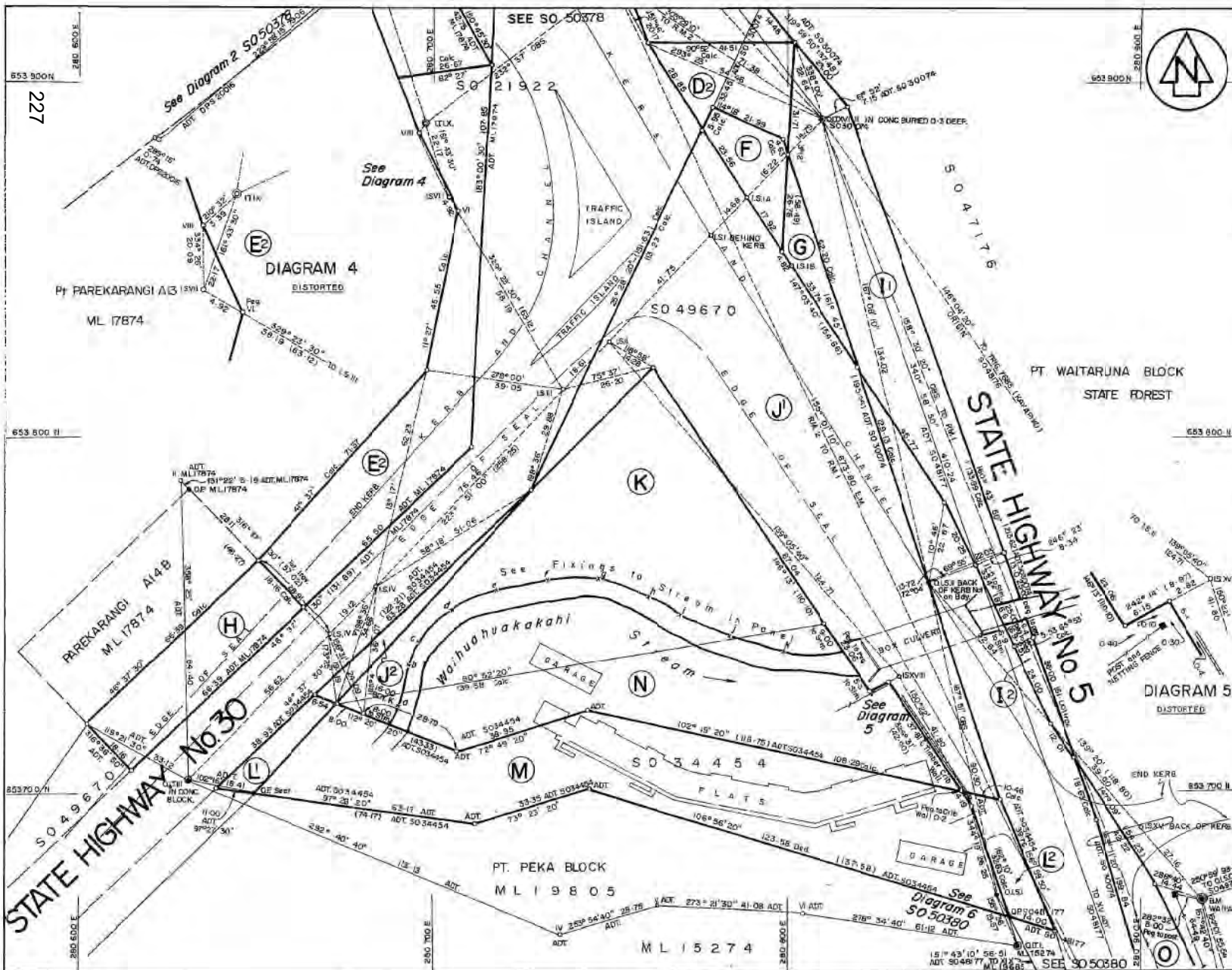
We have decided this already well-known name 'Waipa' is a key word to develop an identity for the branding. The word 'Village' has an Oxford dictionary meaning "a group of associated buildings, larger than a hamlet, smaller than a town, situated in a rural area". This appears to align with the historic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





Approx. FIXINGS TO NORTH BANK OF STREAM
FROM L.S.IV

a	24.8	168° 30'	Width	5.5
b	24.7	158° 30'	"	5.0
c	19.2	144° 50'	"	5.9
d	21.6	107° 30'	"	5.0

FROM L.S.XVII

e	116.4	282° 40'	"	5.3
f	103.2	285° 30'	"	5.0
g	88.9	288° 20'	"	5.0
h	74.8	288° 05'	"	5.0
i	64.5	286° 10'	"	6.0
j	49.5	284° 10'	"	6.4
k	33.3	283° 50'	"	5.6

DATUM. BEARINGS AND COORDINATES
GEODETIC 1949. BAY OF PLENTY CIRCUIT
ORIGIN MAKETU 700 000.00mN
300 000.00mE

- NOTE
1. BEARINGS ADOPTED FROM S034454 ARE ADJUSTED BY MINUS 1° 40' TO BRING INTO TERMS.
 2. BEARINGS ADOPTED FROM ML17874 ARE ADJUSTED BY MINUS 2° 30' TO BRING INTO TERMS.
 3. OLD MARKS AND ADOPTIONS ARE FROM S049670 UNLESS SHOWN OTHERWISE.
 4. BOUNDARIES ARE NOT FENCED UNLESS SHOWN OTHERWISE.

ORIGIN O.I.T.III S049670
653 703.55mN 280 631.24mE
I.T.IX. 653 888.67mN 280 697.60mE
O.I.T.I. ML15274 653 656.37mN 280 864.69mE
B.M. WAIPA L 653 669.04mN 280 917.41mE

WILD TIA. DRUM 5198
EDM. BEETLE 1000. A2703.

Total Area
Comprised in

I, PETER JOUGHIN HAWLEY, of ROTORUA
Registered Surveyor and holder of an annual practicing certificate
herby certify that this plan has been made from Surveys executed
by me or under my direction; that both plan and Survey are correct
and have been made in accordance with the regulations under the
Surveyors Act 1986
Dated at ROTORUA this 5th day of March 1979
Signature of Hawley
Field Book p. Traverse Book S.R.74 p. 15-22
Reference Plans S034454, S04177, ML15274, S048496,
S018477, S047176, S034454, S049475, S047205,
ML19685, S047203, DRS 2006, ML17874, DRS 267, S035178, S021922
Examined L.A. Popuri Correct J.F. GREEDY

Approved as to Survey
23/4/80
Chief Surveyor

Deposited this day of 19

District Land Registrar
File 7/56
Received 18/3/79
Instructions Return 35
SO 50379

LAND DISTRICT SOUTH AUCKLAND
SURVEY BLK. & DIST. V TARAWERA
NZMS SHEET NO.

ROAD TO BE CLOSED AND LAND TO BE SET
APART FOR ROAD

LOCAL AUTHORITY ROTORUA DISTRICT COUNCIL
Surveyed by HORNER and HAWLEY
Scale 1:750 Date FEB. 1979

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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Mobile: +64 21 960 402
mark.apeldoorn@stantec.com

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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.

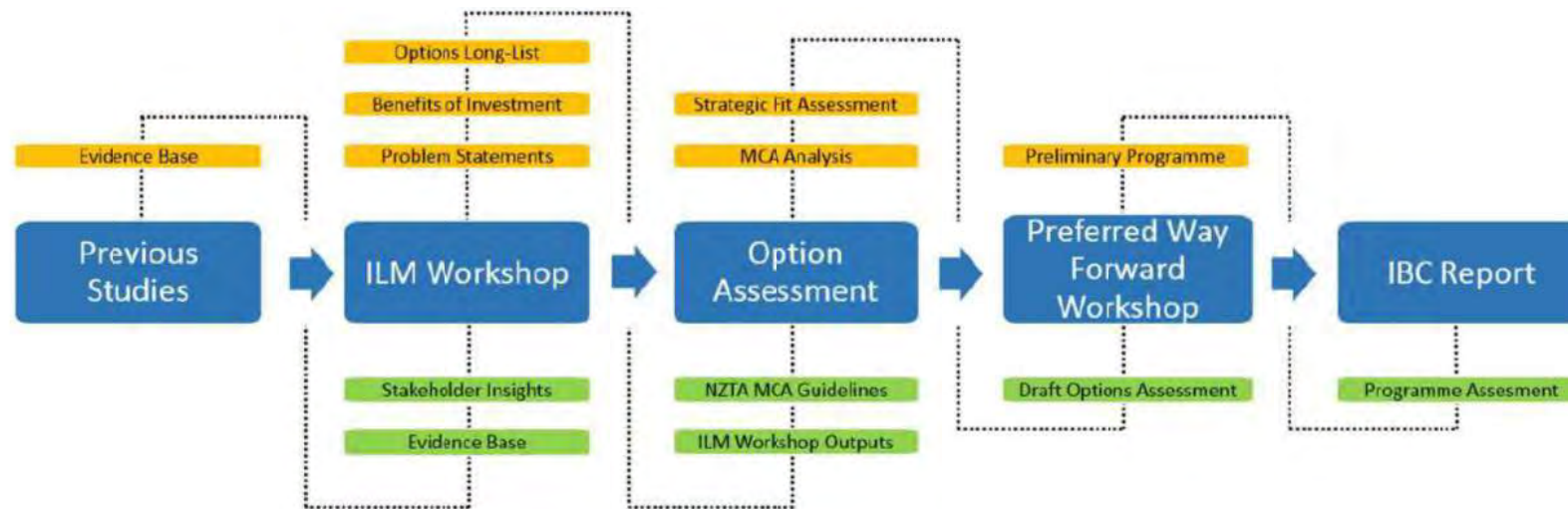
Waka Kotahi guidance on the ILM process is able to be sourced here:

<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 workshopped 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

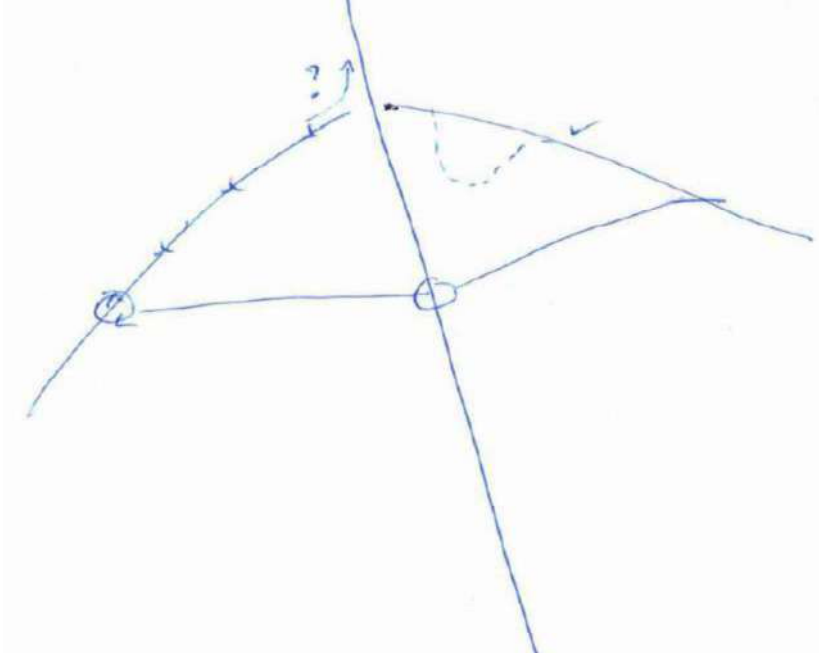
SH5/SH30 ILM Workshop

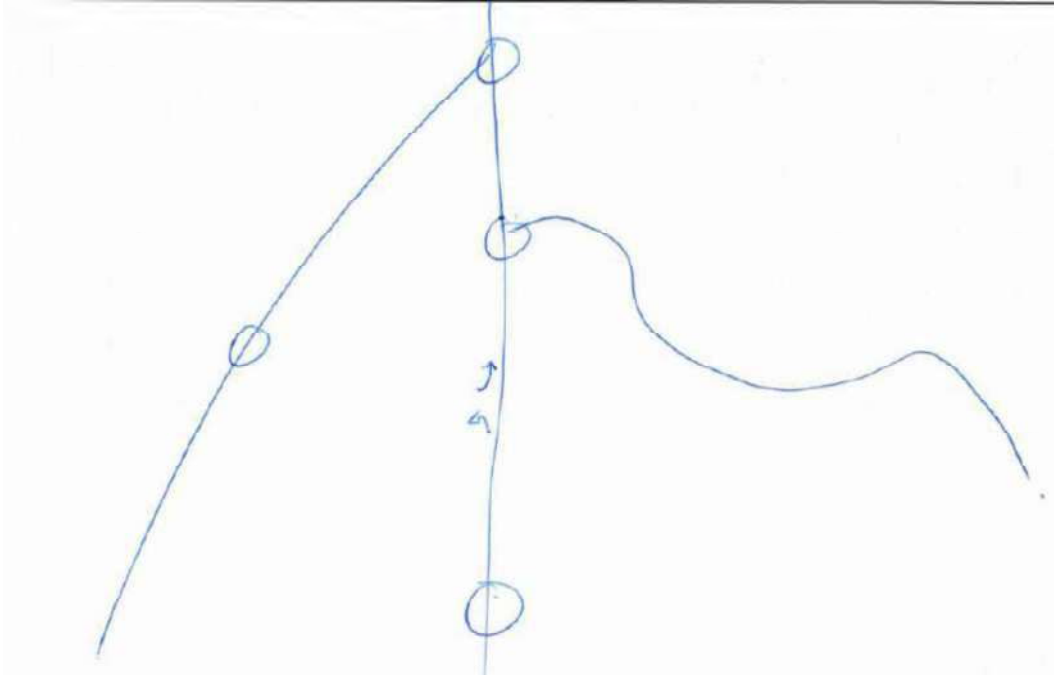
Project/File: 310204109
 Date/Time: 11am – 2pm 16 June 2022
 Location: i-Site Rotorua
 Next Meeting: TBC
 Attendees: Brigitte Nelson, Michael Hancock (Rotorua Economic Development-RED)
 Helen Beckett, Lau Lasike, Andrew Cusabs, Mike Beattie (Peka Trust)
 Mark Apeldoorn, Paul Tarrant (Stantec)
 Stavros 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

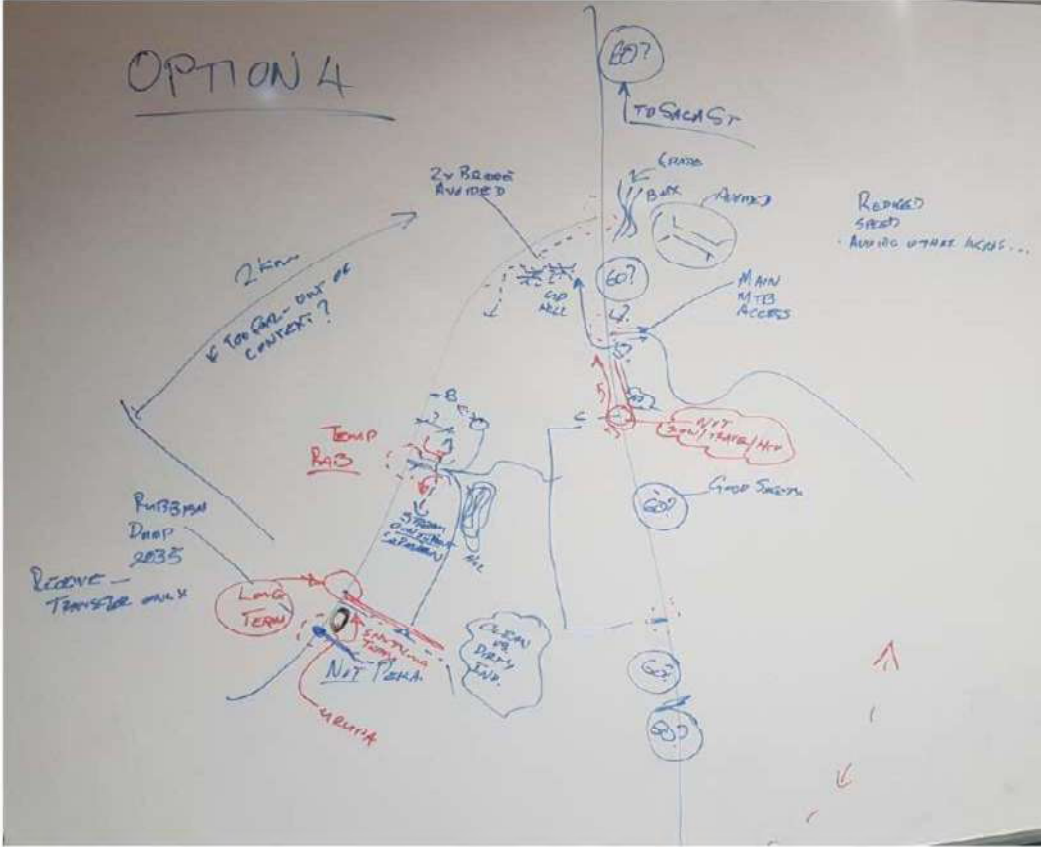
Item	Action
Facilitator: Mark Apeldoorn Karakia: Michael Hancock	-
Karakia and Introductions	
Review of Investment Logic Map	
General comments: • Speed limits consultation undertaken in 2017, but no current proposals. • Any speed limit change is likely to require its own business case. • Red Stag plan 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
 • 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/Waipa 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.

We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

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Tel +64 07 929 7632 | www.stantec.com



Roger and Naomi are spokespeople for Hearing Dogs for Deaf People NZ for Civil Defence Emergency Management groups (CDEM) throughout New Zealand, advocating for All Disability Assist/Service Dogs and their owners and what will be needed in a CD emergency. It has been great to see CDEM groups taking us seriously for what we might need in an emergency and incorporating this into their plans.



Disability assist dogs

Disability Assist Dogs are your responsibility. You need to include them in your emergency planning and preparation.

<https://www.odi.govt.nz/united-nations-convention-on-the-rights-of-persons-with-disabilities/about-the-convention/>

Submission Draft Tauranga Regional Public Transport Plan 2024-2034

- Do you wish to be heard at the Hearings? *



I wish to keep my contact details confidential:? **Yes**

From Organisation like to speak Advocates for **Disability Assist Dogs Advocate**

Email

To Councillor Lyall Thurston QSO JP Chair – Bay of Plenty Regional Transport Committee.

My name is Roger Drower I have an Assist/Service Dog (his name is Harper and he is a Hearing dogs for deaf people NZ.) I am in the Welfare in CDEMG team Volunteer.

This is my research and report as of 13/3/2024.

As an Advocate for Disability Assist/Service Dogs, I would like to share some relevant information with you.

Disability affects over 1.1 million (24%) of the New Zealand population. Many of those with disabilities have 'disability aides' and these can include a specially trained Disability Assist/Service Dog.

The Dog Control Act 1996 (schedule 5) lists the 8 organisations that can certify a Disability Assist Dog in New Zealand. The Dog Control Act 1996 (s75) states that any disability assist dog accompanying & assisting a person with a disability may enter and remain – in any public place.

While the Humans Rights Act 1993 s21 states that the prohibited grounds of discrimination include reliance on a disability assist dog. This means that if you deny a person accompanied by a qualified

Disability Assist/Service Dog access and/or service is an illegal act of discrimination, which can be punishable by a fine from Human Rights Commission.

Disability Assist/Service dogs, are trained (or in training) to assist a person with a disability and may legally enter any public place and can be easily recognised by the jacket they wear.

When Disability Assist/Service Dogs are working, please remember:

- ☐ Do not pat or talk to the dogs, as they are at work.
- ☐ Disability assist dogs never wear a muzzle.
- ☐ Disability assist dogs and their handlers have access to priority seating areas on bus, rail, and ferry.
- ☐ Assist/Service dogs currently active under a certifying organisation are required to wear a uniform vest or harness for that organisation.
- ☐ If you have a question, talk to the dog's handler. The handler will hold organisational identification that can be presented if required. The ID may be in the form of a photo ID card or app on their phone.

Disability Assist/Service Dog identification tag and Civil Defence Tag.

The Disability Assist/Service Dog identification tag is a unique tag worn by a certified dog to provide easy identification of Disability Assist/Service dog status. The Disability Assist/Service Dog identification tag is mandatory.

However, the tag will provide easy recognition of a Disability Assist/Service Dog, allowing access to civil defence centres in an emergency, and will also support rapid reunification if the dog and owner/handler become separated.



[Just letting you know by Law](#) we can bring Assist/Service Dog into any public place, including buses, trains and other public transport, and places owned by private businesses like supermarkets, restaurants and other food outlets, shopping malls, cinemas, Schools, Hospital, Council buildings, GOVT Buildings, camping grounds, motels or hotels, Rentals, and Club's ETC. If you refuse any Assist/Service Dog you can be fined [NZ serious offence by Law](#). **Interpretation Dog Control Act 1996 and Humans Rights Act 1993 Health Act 1956**

In this Act, unless the context otherwise requires,— **Disability Assist/Service Dog** means a dog certified by one of the organisations listed in [Schedule 5](#) as being a dog that has been trained (or is being trained) to assist a person with a disability. Please Note Assist/Service Dogs are not Pet dogs.

There are **8** organisations has Disability/ Assist/Service Dogs in NZ under GOVT Dog Control Act 1996 under section 2. Humans Right Act 1993, Bill Of Rights Act 1990, Health Act 1956. No council can't exclude Disability/ Assist/Service Dogs from any of the organisations listed under section 2 of the GOVT act. 34 Dogs register (2) (da) 35A National dog control information database
Disability/ Assist/Service Dogs means a dog certified by one of the following organisations as being a dog trained to assist (or as being a dog in training to assist) a person with a disability:

- (a) Hearing Dogs for Deaf People New Zealand:
- (b) Mobility Assistance Dogs Trust:
- (c) New Zealand Epilepsy Assist Dogs Trust:
- (d) Royal New Zealand Foundation of the Blind:
- (e) Assistance Dogs NZ:
- (f) K9 Medical Detection New Zealand K9 MDNZ:
- (g) Perfect Partners Assistance Dogs Trust:
- (h) K9 Search Medical Detection:
- (i) an organisation specified in an Order in Council made under section 78D

Councils are allowing pet dogs to go into shops, cafés and supermarkets which is not on this is not under the Dog Control Act 1996, Heath Act 1956, pet dog are peeing inside shops, CBD areas and we having Assist/Service Dogs we are being attacked and pushed out by this.

These are some of the stories we have had within NZ and this is what some of us have to put up with and this is not ok.

Within NZ So many Assist/Service Dogs been refused, denied entry or help where is the duty of care within NZ.

I do think the Business, Public Transport, Real Estate, etc. should be fined for refusing Assist/Service Dogs within NZ, just like the Wellington Restaurant refused Assist/Service Dog was fined \$3500.

Real Estate fined \$8000.00. 2 fined \$4000.00 total \$12000. This is a start fining people.

Mobility parking card holders (CCS) some of us has been told to find another park and some people have been so rude about this. Like parking wardens, Council and more so members of the public for having Disability Assist/Service Dogs within NZ.

More needs to be done to Protect and help Disability Assist/Service Dogs within NZ.

“This change is needed because Disability Assist/Service Dogs perform an invaluable service to many New Zealanders living with disability who rely on the skills of their Disability Assist/Service Dog to enable their participation in society on a daily basis.”

The bill clarifies that discriminating against a person for having or using a Disability Assist/Service Dog is discriminating against the person on the basis of their disability. **High % for males than females** for having an Assist/Service Dog within NZ been refuse entry. This is what I know so far within NZ, this is shocking to hear.

February 2023 In Auckland in Civil Defence flooding Pet dogs are been put first and fake service dog be for register service dog, and been put them all under one class as Pet dogs. Not knowing what class to put them in. Civil Defence Team don't know about Civil Defence tag Assist/Service Dog had to stay outside in an area or in a car. Was not allowed to come inside. Conflicting information regarding Assist/Service Dogs can be seen on the Civil Defence website, and not many Civil Defence managers know about the rights of Assist/Service Dogs which causes unnecessary stress when requiring help from Civil Defence which is always in a stressful situation.



These are now open for people needing refuge from Cyclone Gabrielle.

<https://www.aucklandemergencymanagement.org.nz/flood-event-2023/civil-defence-centres-community-hubs-and-shelter-sites>

Due to reducing demand from the community, from tomorrow morning, 16 February 2023, 13 civil defence centres, shelter and information hubs will remain open, including one for Muriwai residents at the Ranger's Station by Sand Dunz café on Motutara Road. See the list of locations on Our Auckland.

If you must bring pets to a Civil Defence Centre:

Dogs – must be on a leash and should be muzzled. You may be asked to keep your dog in your car

<https://www.odi.govt.nz/united-nations-convention-on-the-rights-of-persons-with-disabilities/about-the-convention/>

Auckland flooding an Assist/Service Dog and the owner was never been registered and had to wait outside with other dogs. Their family was looking for this person and the Assist/Service Dog they was in a safe area but not knowing where the family was this was a concern. When I found out what has happened I let my team know. I and we will do our best this will never happen again. We can use this in our training.

In 2023 the first Disability Assist/Service Dog been given a verbal trespass on Auckland public transport for having Disability Assist/Service Dog, Now this has been removed. This shouldn't have been done in the first place.

This research and report cover from 2009 to 2024. Most of the data is Disability Assist/Service Dogs discrimination from 2020 right up to now 2024, More people are speaking up about the discrimination they face having an Assist/Service Dog.

Disability Assist Dog Discrimination TOTALS																		
R = Refusal / AD= allowed after discussion. L = Lawyer / Police = POL / TP = Trespassed / DIA / Council = COU HRC Outcome: M= Mediation / E= educate / C = court / F = fine / New Zealand Transport Authority = NZTA																		
Sector	R	AD	L	COU	POL	TP	DIA	GOVT	TEN	NZTA	DHB	HRC	Human Rights Commission outcome					Notes:
													M	E	C	F	\$	
Automotive	28	22	0	1	0	0	1	1	0	1	0	1	0	0	0	0	0	
Education	2	0	1	3	0	0	1	1	0	0	3	0	0	1	1	0	0	
DHB & Doctor Surgery	1	4									5	1						
Council	2	1	0	5	0	0	1	1	0	0	0	1	0	0	0	0	0	
WINZ	5	2	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	
Hospitality	27	5	2	10	1	0	6	10	1	0	3	12	1	2	0	2	11500	
Events	6	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
Real Estate	7	1	0	0	0	0	5	3	3	1	0	5	1	1	0	2	12000	
Recreation	1	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	
Retail	9	3	0	3	0	0	5	5	0	0	0	3	0	0	0	0	0	
Transport	154	6	0	10	2	1	5	5	0	5	0	7	0	0	0	0	0	
Sub-total	242	46	4	37	3	1	27	27	5	7	11	32	2	4	1	4	23500	
Attacks	1	5	1	34	3	0	8	8	0	0	4	1	0	0	1	1	0	
False Service Dogs	0	0	0	6	3	0	255	8	0	0	0	1	0	0	0	0	0	
Assaults on dogs	120	0	0	8	1	0	7	5	0	0	0	5	0	0	0	0	0	
TOTAL	363	51	5	85	10	1	297	48	5	7	15	39	2	4	2	5	23000	

What has happen in Auckland with Disability Dog/s trying to get on the bus, the bus driver close the door on them, where people and Disability Dog was injured because the driver was told NO DOGS at all by the boss of the bus company. This was in the News. Public Transport, Taxi Hamilton, Auckland, Wellington, Central lakes Taxi Taupo, Christchurch Tauranga.

<https://www.1news.co.nz/2023/09/05/its-against-the-law-so-why-are-kiwis-with-service-dogs-turned-away/#:~:text=The%20most%20recent%20involved%20an,the%20police%20to%20remove%20her.&text=Zheng%20stood%20her%20ground%20knowing,no%20other%20passengers%20backed%20her>

On FairGo 4/09/2023 Auckland Bus refused Yuchen Zheng on the Bus with her service dog as it was not Muzzled the Bus driver said Get off the bus you will be the second Aisan I call the Police on you. Police said Muzzle your dog and get off the bus, Yuchen said this is an Assist/Service Dog Police was not listening, off the bus.

I found out Yuchen is the first person to get a verbal trespassed on Public Transport, Thanks to emails went to AT this has been removed. AT has did a new websit update on Assist/Service dogs.

Police Mister was emailed about this case.

<https://at.govt.nz/bus-train-ferry/whaikaha-accessible-travel/disability-assist-dogs-on-public-transport>

15+Assist/Service dogs has been refused on Public Transport within NZ this is what I know so far.
2023

Wellington Bus 1, Ubers 0, taxi 1, = 2

Picton Blue Bridge 1 = 1

0 In Hamilton Bus 0 taxi = 0

Auckland Bus 6, Uban 2, Taxi 1, Train 1 = 10

Christchurch Bus 1, Taxi 1 = 2

Dunedin Bus 0

Taupo Taxi 0

Napier Taxi 0

Tauranga Bus 1. Taxi 0

Lets educate people to help them about **8** organisations has Disability/ Assist/Service Dogs within NZ.

Tauranga Bus 1, The bus just drove passed this person With Assist/Service Dog, where there was road works nearby, One of the Downers team saw what has happened he said this is not the first time this had happened so he taken this person home with Assist/Service Dog.

Public transport in 2022 alone On Public Transport been **45** +Service dogs has been refuse on Public Transport within NZ this is what I know so far.

8 in Wellington Bus, Ubers 1 I (RJ) were turned away by 8 taxis in a row at the Wellington Airport = 17

3 In Hamilton Bus 1 taxi = 4

14 in Auckland Bus, 6 Uban, 6 Taxi = 26

1 in Dunedin Bus

2 Taupo Taxi

Napier Taxi 1

2 Tauranga Bus. Taxi

1. I haven't seen anything about Disability Assist/Service Dog in your Draft. If I Missed it can you show it to me please?
2. Is there any charge for Disability Assist/Service Dog to go on Public transport? I hope not.

Yesterday, we had an interesting adventure. Mum and I were getting the bus to see our friend Wendy Chiang, who had initially planned to come and see us but couldn't travel to us with her new dog, Inca, as yet.

Service dogs have always been allowed on public transport without wearing a muzzle. Auckland Transport recently bought a policy that large dogs can ride the bus while wearing a muzzle. There has been no policy change for service dogs; they can still ride public transport without a muzzle. However, Mum and I were refused on a bus because I wasn't wearing a muzzle.

Interestingly, it took multiple assertive explanations from Mum explaining that service dogs are legally allowed on public transport and another passenger saying they would not ride the bus if we weren't allowed on. Another bus driver (from the bus stopped behind us) came aboard and talked with the driver who refused us in a non-English language to allow us on the bus.

It is situations like this that can make those who live with disabilities feel less of an accepted part of their community. These situations can decrease confidence in interacting with society, increase isolation and make it seem to others that the person with a disability is a problem rather than society that disables them.

My mum works hard to educate others and normalise living with disability in our community by telling stories of our adventures. However, this is a big job and until there is full acceptance of the social model of disability (with society disabling people rather than the disability being the problem) in our community

Alt text isn't available on scheduled posts. Therefore, the photograph below is of the interior of a bus facing forward.

[#guidedog](#) [#servicedog](#) [#bus](#) [#Public](#) [#transport](#) [#publictransport](#) [#Social](#) [#model](#) [#of](#) [#disability](#)
[#socialmodelofdisability](#)

Compressed_FINAL_DRAFT- Bay of Plenty Regional Land Transport Plan 2024-2034.pdf

To deliver this vision, a series of objectives have been developed from the MOT Transport Outcomes Framework.

MOT Transport Outcome Description Corresponding Bay of Plenty RLTP

Objective Healthy and safe people

The system protects people from transport-related injuries and harmful pollution and makes physically active travel an attractive option.

Objective 1: Deaths and serious injuries are minimised on the region's transport system. Page 14 BOP PT

Metro Bus 2/10/2023 Complaint

To whom it may concern.

Hi my name is Roger Drower. I have a Service Dog named Harper as I am hard of hearing. Harper is certified Service Dog through Hearing dogs for deaf People NZ. Harper has his jacket on when we are out in Public.

I came to Christchurch with my family (wife and 2 daughters) on a holiday during the school holidays, this was our first time in the South Island as a family. My girls had 6 day education list to do within the 6 days we were there.

(bus number 140, about 12.15) said we should stayed on the first bus then before I got to my seat with my service dog, the driver took off and I nearly lost my balance going towards the steps, in the back half of the bus, we also witnessed another man also had to get his balance. This is unsafe under the work safe act 2015 with the bus trying to take off so fast and stopping suddenly when they can't get into the flow of traffic. I now have a sore knee and back, during this I did not know where Harper my service dog was, I could have stood on Harper or have fallen over him and hit someone or something. This is an unsafe practice from drivers.

We got on another bus (which took us to the city interchange Bus Number 3 Sumner on the front approx. 1pm from where we were dropped off at a little space where we could wait inside a dedicated space possibly at Riccarton) and the lady driver said NO DOGS on the bus, Naomi replied this is a service dog, a Hearing dog

for the deaf, I went to show my ID she didn't look, so I went to take my seat. We finally arrived in the city about 1.30pm

See attachment.

Looking forward your reply back.

ACC injures is high within NZ this may help your team out as well.

<https://www.nzherald.co.nz/nz/acc-bus-injures-drivers-urged-to-wait-until-passengers-seated-before-hitting-the-gas/Q4QIBDGFYZHD5N6N2KIHTC57MM/>

Many thanks be safe.

Roger Drower

Volunteer

Disability assist dog Advocate

PH: 021 148 8427 (txt only)

Hi Roger

We are sorry to hear that a Route 140 driver took off before you had sat on your seat. We always train and expect our drivers to wait until passengers sit down before taking off. Furthermore, we inform drivers that service dogs are absolutely allowed on buses. We are sorry for the inconvenience that these two events have caused you. We are currently investigating the said trips based on your timing estimations so we can speak to the specific drivers.

We are glad to hear that you had a pleasant driver in the evening time on the Route 85 Express to Rolleston, as it sounds as though they let you disembark at a bus stop on Brookside Road, which is not part of Route 85.

Thank you again for your feedback and we hope you have a better experience moving forward.

Ngā mihi,

The Public Transport Team Metro Christchurch

NZ Bus apologises after assistance dog Moose is challenged by driver

Brad Flahive and Damian George 19:21, Jun 02 2017 <https://www.stuff.co.nz/national/health/93262694/nz-bus-apologises-after-assistance-dog-moose-is-challenged-by-driver>



ROSS GIBLIN/ FAIRFAX NZ

Morgan Edgecombe has received an apology after she was challenged by a Go Wellington bus driver while trying to board with her assistance dog Moose.

NZ Bus has apologised after a woman with an assistance dog was told she could not board a bus because only blind people were allowed to travel with dogs.

Massey University student Morgan Edgecombe suffers from panic attacks, and has a german shepherd called Moose who is trained to alert her when he detects chemical changes in her body suggesting an attack is coming.

The fashion design students travels to university by train and bus, accompanied by Moose. She has not been questioned on the train, but on Thursday was challenged for the second time as she tried to board a Go Wellington bus.



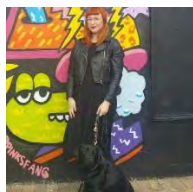
ROSS GIBLIN/ FAIRFAX NZ

Moose is trained to detect the early signs of Edgecombe having a panic attack.

"She [the driver] asked what was wrong with me, and said because I wasn't blind I couldn't take Moose on the bus because only guide dogs were allowed," Edgecombe said.

Access issues for blind people and their guide dogs

19:17, Nov 20 2019 <https://www.stuff.co.nz/life-style/117586297/access-issues-for-blind-people-and-their-guide-dogs>



PINKY FANG/ SUPPLIED TO RNZ

Artist Pinky Fang and guide dog Lyric.

This story was originally published on [RNZ.co.nz](https://www.rnz.co.nz) and is republished with permission.

Guide dogs provide essential support for people who are blind or have low vision, helping them to have the freedom to take public transport and get around safely.

But a Wellington artist who has low vision has shared her experience of being denied access on buses and ride-share services because of her dog.

Thursday, 7 April 2016

Concord bus users have transport woes

By John Gibb <https://www.odt.co.nz/news/dunedin/concord-bus-users-have-transport-woes>



Concord residents Lynn and Kevin Keogh, and her 3-year-old guide dog, Matsi, sit at a bus shelter in Stevenson Rd, Concord, where buses to South Dunedin once stopped. Photo by Linda Robertson.

Call it the "plight of the Concords".

The introduction of Dunedin's new southern bus routes on July 1 has meant swifter, more frequent bus services, via Green Island, then non-stop to central Dunedin.

But some southern bus users say they have been disadvantaged by the loss of the direct bus route between Green Island and South Dunedin.

Retired plumber Kevin Keogh (64), who lives in Stevenson Rd, Concord, is particularly "frustrated" about the situation he and wife Lynn face.

Mrs Keogh is legally blind and has had a guide dog for the past 11 years.

Bus route changes mean the Keoghs and many other Concord residents no longer have any direct bus connection with South Dunedin or Green Island.

That is difficult for Mrs Keogh, who uses the Green Island Medical Centre and also visits the Royal New Zealand Foundation of the Blind facilities in Hillside Rd, South Dunedin, several times a month.

She said she felt "sheer frustration, more than anything, and loss of independence".

She now has no bus access to the medical centre, more than 3km away.

Blind Wellington man kicked off bus for his poodle guide dog

November 19, 2020 Source: 1News <https://www.1news.co.nz/2020/11/19/blind-wellington-man-kicked-off-bus-for-his-poodle-guide-dog/>

A blind Wellington man was denied access when trying to board a bus with his guide dog, despite showing the dog's passport and identification.

Guide dogs, trained by Blind-Low Vision NZ, are legally allowed on public transport, as well as public places including hospitals, shops and restaurants.

But when George Taggart tried to board a bus with his poodle Gus, he was refused.

He even showed the bus driver Gus' guide dog passport and identification, but was still denied access.

Blind-Low Vision NZ chief executive John Mulka says the case highlights accessibility issues for blind and low vision Kiwis.

"It's important we use these opportunities to raise awareness about the access rights of people who use guide dogs, to travel independently and confidently, and to get where they need to go," he says.

While most of the organisation's trained dogs are labradors, they also breed standard poodles, Mulka says.

The poodles are more suitable for handlers or family members who are allergic to dog hair.

"While it might be unusual for the public to see a poodle as a guide dog, when George showed his ID card it should have cleared up the confusion," Mulka says.

"Blind Low Vision NZ guide dog breeds are chosen for their intelligence and steady, friendly nature."

Mulka says he's reached out to Metlink, which operates buses in Wellington, and the Wellington City Council to "offer support and advise on best practice".

"Blind Low Vision NZ works directly with transport providers and others in the private and public sector to train and educate on how to best serve blind, deafblind and low vision travellers, customers and staff," he says.

Blind Low Vision NZ breeds and trains guide dogs, who have legal access to accompany their handlers under the Humans Rights Act and Dog Control Act.

The trained dogs are recognisable by their working harness, with their own ID card and an identification medallion.

If people are refused despite showing their ID, Blind Low Vision NZ says handlers are within their rights to call the police. People are recommended to make a formal complaint if the issue persists.

Metlink has been contacted by 1 NEWS for comment.

Guide dogs and assistance animals

You can bring dogs and some other animals with you on public transport under certain conditions.

Guide dogs, hearing dogs, guide or hearing dogs in training and Assistance Animals identified by an Assistance Animal Pass or interstate assistance animal accreditation, can travel for free on all public transport services.

You can travel with an [Assistance Animal Pass](#) if you need a trained assistance animal to help you use public transport. To receive a pass, you'll need to apply and show that your assistance animal is trained to help alleviate the effect of your disability, along with meeting hygiene and behaviour standards appropriate for a public place.

Travelling on the new Metlink buses



Genevieve McLachlan

26 September 2018 – Genevieve McLachlan is a member of the Life Unlimited [Disabled Leadership Group](#). She and her assistance dog, Pedro, are regular users of public transport in the Wellington region. Genevieve is positive about the changes Metlink have made to ensure buses in the region are fully accessible.

Over the last 20 years, I have been a regular user of Wellington's accessible buses and have observed many changes, both in the design of the buses themselves and in driver attitudes towards people with disabilities and impairments.

While it has become easier for people with disabilities and impairments, and other access needs, to travel by bus it has taken considerable planning as not all buses or routes have been accessible. This has caused considerable stress and often resulted in arriving at my destination late or very early, until now.



Genevieve McLachlan with her guide dog on an accessible Metlink bus

Since taking over management of the buses, and ensuring all buses are fully accessible, Metlink has made travelling by bus a lot easier for people with access needs. It is now possible to catch any bus in the Hutt Valley without having to think about such things as; will the bus be wheelchair accessible and if so, will the ramp be at the front or back door; where is the location of the accessible space inside the bus; how difficult will it be to get my wheelchair into the accessible space; will I be able to reach the Snapper machine from my wheelchair; where is the Snapper machine located?

I am in the unusual position of using a power wheelchair for mobility and having a guide dog due to low vision, so for me this is huge. I can now catch any bus, just like anyone else and not have to think about it. This is hugely important as I run my own business and rely on public transport to get around.

Being a standard design, with clearly marked accessible and pram spaces, and Snapper machines at a consistent height makes getting on and off the new buses much easier. There is also room in front of my wheelchair for my guide dog to sit so he is not in the aisle, as has sometimes been necessary in the past.

Driver attitudes have also improved and while there will sometimes be issues, these can be reported directly to Metlink so there is one point of contact.

Planning journeys using the website is much easier and the introduction of the accessible concession for Total Mobility card holders opens up the discount for more than just Blind Foundation members.

Well done on making public transport more accessible to everyone.

Animals

Disability assistance dogs

Disability assist dogs can travel for free on all Metlink trains, buses, harbour ferries and taxis at any time of the day, when accompanied by their disabled handler or someone involved with their training. This is specified under the Dog Control Act 1996.

Customers are expected to offer passengers with assistance dogs priority seats and are expected to give up priority seats if asked. Assistance dogs must sit on the floor beside you or under your seat, not on a seat or on your lap. Assistance dogs are not required to be in pet carriers like domestic pets.

A disability assist dog is a dog certified by a recognised organisation as a dog trained or being trained to assist a person with a disability. Handlers must be able to provide a form of identification to Metlink staff from one of the registered organisations below:

- Blind Foundation
- Hearing Dogs for Deaf People New Zealand
- Mobility Assistance Dogs Trust
- New Zealand Epilepsy Assist Dogs Trust
- Top Dog Companion Trust
- Assistance Dogs New Zealand
- Perfect Partners Assistance Dogs Trust



Guide Dogs on Buses - Shona's Story https://www.accessmatters.org.nz/guide_dogs_on_buses_shona_s_story

The number of people using public transport has increased dramatically over recent years. Unfortunately this has been at the detriment of guide dogs and their handlers. There are signs on many of the buses asking people to give up the designated disability seating if required but this is frequently ignored.

Shona is a new guide dog handler and still lacks some confidence when out and about with her dog. She recently took a bus to town and found that the disability seating which provides extra room for guide and assistance dogs to lie comfortably on the floor was full of pushchairs. She politely asked one woman if she could please fold up her pushchair so she could sit and keep her dog out of the aisle. The woman refused. When Shona asked the driver he was very curt and said 'there are plenty of other seats.' Feeling admonished and shocked at their attitude Shona sat further down the bus and as taught put her dog under the seat. Unfortunately when it was time for her to get off her dog's harness was stuck under the seat which distressed both her and the dog.

Shona is reluctant to travel on the bus as frequently now, even though she has been given other techniques to use when on public transport with her guide dog. She believes accessibility legislation would require bus drivers and passengers to ensure that disabled people have priority to the designated disability seating areas.

This is my access story, it is one of many. I'm sharing it because I want a law that puts accessibility at the heart of an inclusive Aotearoa New Zealand.

Driver denies dog

DANIELLE STREET08:04, Jul 12 2013 <http://www.stuff.co.nz/auckland/8905902/Driver-denies-dog>



DOGGONE: Bill Pike and his guide dog Eden regularly catch cabs, but a taxi driver refusing to take them irked him.

Blind man Bill Pike is urging cabbies to lift their game after struggling to get a ride with his guide dog Eden.

Wellington student with service dog abused, refused Uber ride

<https://www.nzherald.co.nz/nz/wellington-student-with-service-dog-abused-refused-uber-ride/7373HUVET7KDX3GY6TXAD3DIE/>

29 Jul, 2022 07:28 PM4 minutes to read



Wellington student Nina Gellert, 21, and her epilepsy assistance dog, Val, were refused an Uber ride on Wednesday night. Photo / Melissa Nightingale



By Melissa Nightingale Reporter

[VIEW PROFILE](#)

A Wellington student who suffers epilepsy says she was labelled an "imbecile" and "mentally ret*****" when an Uber driver refused to carry her service dog, leaving her on a dark roadside.

Nina Gellert, 21, ordered an Uber from her Kelburn flat to visit a friend on Wednesday night, and was taking her service dog, black labrador Val.

Gellert has epilepsy and said the Epilepsy Assist Dog Trust provided Val to her in 2016.

When her Uber driver showed up, he saw Val and "immediately started badgering me, saying 'no dogs'," Gellert told the Herald.

"I just patiently explained she's not a pet, she's a [service] dog, she has to come with me."

Val was wearing her service dog vest, and Gellert was carrying an ID card for her.

But Gellert says the driver continued to argue with her, saying she was "wrong in the head", an "imbecile" and "mentally ret*****".

"I had no response, what do you say to that?"

She said the driver told her "this service is not for people like you".

Gellert said the man cancelled the ride in front of her and drove off, leaving her standing on the side of the road in the dark.

Uber to educate drivers who cancel jobs with service dogs

Brianna McIlraith <https://www.stuff.co.nz/business/130543015/uber-to-educate-drivers-who-cancel-jobs-with-service-dogs>
November 23, 2022, • 10:58am



Sally Britnell is constantly having Ubers and taxis cancel rides because of her guide dog Sienna.

JASON DORDAY / STUFF

Rideshare companies are required by law to accept service dogs, but Dr Sally Britnell and her four-legged assistant Sienna are no stranger to being left on the side of the road.

The senior lecturer at Auckland University of Technology, who has low vision, said half the time an Uber or taxi driver would cancel or refuse to take a person with a service dog.

Public transport and taxi and rideshare companies must accept service dogs under the Human Rights Act and the Dog Control Act.

Britnell ordered an Uber last weekend and the driver [was aware she had a dog with her](#).

READ MORE:

* [Wellington restaurant that refused to serve man with disability dog apologises](#)

* [Ride-hailing companies as rated by the drivers](#)

* [Capital e-scooters: what are the rules and where can you ride them?](#)

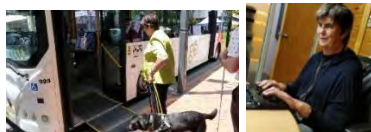
He messaged her saying he was about 20 minutes away as he wasn't on the North Shore and should he cancel, despite the Uber tracking app showing him to be just 1km away.

"I can see enough out of the visual field I have left to see that he was less than 1km away and definitely on the North Shore. I messaged back saying 'on the map it shows you 1km away at ...', to which he answered 'traffic'.

Riding buses with babies and guide dog in the 80s

[Home](#) / [Learning & Information](#) / [Information Hub](#) / [Real Stories](#) / Riding buses with babies and guide dog in the 80s

<https://www.yourwaykiaroa.nz/learning-information/online-information-hub/real-stories/riding-buses-with-babies-and-guide-dog-in-the-80s/>



Judy Small

Judy Small shares some of the challenges using public transport in the 1980s.

Think back to the early 1980s. Hamilton buses were run by Buses Limited; they all left from the main street, Victoria Street outside Woolworths and McKenzie's and the Regent picture theatre on the opposite side of the road. They were bright green, noisy, smelly and difficult to clamber on and off.

My three small children and I were well-known bus passengers for many years. Going out, taking children to preschool facilities, along with visiting and shopping were important parts of my routine. My guide dog, children and I walked and bused all around town. This was before 1985 when Total Mobility vouchers were introduced. Buses were the only affordable option for my family and I during the week for travel. I was a very competent, totally blind traveller who enjoyed the freedom buses gave me.

About Judy Small



Judy Small is the Disability Advisor for the Hamilton City Council. She's pictured with her Polaris Braille Sense device.

Auckland Bus refuse service dog after a pet dog on the bus rushed at service dog in Auckland trying to get on the bus. Bus staff said pet dog was on the bus first and you are not coming on the bus. Staff didn't wait to know and left service dog behind. 12 December 2020.

Hamilton Bus In 2018 I was in Hamilton went to get on a bus with my Disability Dog the bus driver closed the door on me and he sat for 10 mins before he left he open the door to allowed other people to get on the bus so I tried again when the door was open the bus driver Go Bus told me to piss off ***. So I started to walked, then a man who saw what happen took me back where I need to go.

I went to Go Bus and told them what has happen she said "so what NO DOG are not allowed to go on the bus". Well I told her you are breaking the GOVT Law and The HRC Law she didn't realise that Disability dog are coved under the GOVT Act. Then she spotted my Disability Dog.

BUS IT NZ Hamilton. Your feedback ID is: "EQ20002767" 02/12/2020

Hi there to you and your team. I was talking to Sarah Gibb has given me this website. My Name is Roger I am hard of hearing I have a Hearing Dog For Deaf People NZ. I live out of town I live in Tokoroa. When I came to Hamilton me and My Disability/Service Dog tried to get on the bus 2020, but the driver did not want dog on the bus at all. I told the drive this is a Disability/service dog drive said I don't care you are not coming on. This is the second time this has happen to me first time was in 2018 and now in 2020. There is lack of understanding about Disability/Service Dog. To keep our

Disability/service dog up in high level when we are out. There are seven organisations in New Zealand that can certify dogs for legal public access which means the Disability/Service dog can go with the owner into areas where most Pet/family dogs can't. These laws mean that with our companion Disability/Service Dogs we can go into areas, most Pet/family dogs can't. So you may see these Disability dogs in places such as:

Shops, Doctors, Hospital, library, court house, or cafes and restaurants, movie theatres, supermarkets just to name a few.

We can go on any public vehicle including buses, ferries, taxis, planes, ships and trains. Denying us is a serious offence. Within NZ Disability/Service Dogs have special privileges and right of access under the Government Dog Control Amendment Act 2006. They are also protected from discrimination under the Human right Act 1993. Health Act 1956 section 120. Work Safety Act 2015. ACC Act 1994.

I can do a presentation and training About all Disability/Service Dogs to help you and your team.

Many thanks be safe. Roger

8/12/2020 email Hi Roger.

Thank you very much for your correspondence.

I am so sorry that our driver did not take care of your needs.

As a company we are aware of your right to have a disability/service dog on any and all of our services and we have let you down on this occasion.

I will identify the driver and speak to them personally. I have also posted a message on our internal system which every driver has to read before they can sign on their shift.

This hopefully will remove any misunderstanding about this type of occurrence.

I sincerely apologise for this happening and I hope it never does again.

If you have any further issues please do not hesitate to contact me.

Kindest regards

Geraint E Go Bus

I have an Assist/service dog I am saying NO to pet dogs on public transport

23/11/2022 <https://www.stuff.co.nz/business/130543015/uber-to-educate-drivers-who-cancel-jobs-with-service-dogs>

29July 2022 <https://www.nzherald.co.nz/nz/wellington-student-with-service-dog-abused-refused-uber-ride/7373HUVET7KDXY3GY6TXAD3DIE/>

<https://www.nzherald.co.nz/nz/blind-wellington-man-told-he-wasnt-allowed-on-bus-with-seeing-eye-dog/2F42FYVHSGRPPIC3D46BQ2QMKY/>

<http://www.stuff.co.nz/auckland/8905902/Driver-denies-dog>

<https://www.stuff.co.nz/national/health/93262694/nz-bus-apologises-after-assistance-dog-moose-is-challenged-by-driver>

<https://www.stuff.co.nz/pou-tiaki/129519497/blind-man-demands-answers-after-thrifty-denies-him-and-guide-dog-a-rental-car>

<https://www.stuff.co.nz/life-style/117586297/access-issues-for-blind-people-and-their-guide-dogs>

<https://www.1news.co.nz/2020/11/19/blind-wellington-man-kicked-off-bus-for-his-poodle-guide-dog/>

<https://www.odt.co.nz/news/dunedin/concord-bus-users-have-transport-woes>

<https://www.1news.co.nz/2020/12/25/kiwis-with-vision-loss-frustrated-as-buses-keep-leaving-them-behind-despite-driver-training/>

22/05/2023 https://l.facebook.com/l.php?u=https%3A%2F%2Fwww.newshub.co.nz%2Fhome%2Fnew-zealand%2F2023%2F05%2Flarge-dogs-now-allowed-on-auckland-s-buses-under-8-week-trial.html%3Ffbclid%3DIwAR3SLsP0RoU8Q7RbO5dob2yLCVnLIBz_zagNrBQltcwCaUTjRwefzOHVpOE&h=AT1VGfiJJYtQPvyjR_M5kgAjH43_RnEndvzSLpALAfWvIlI2Ed_Tat4C21XD_yh6r5cEDDgUs1JLCKq743hxXNlwTIf0_kG4xljOaJQTz8bIS2ljyl5ur5yNmsw7Dp_jJGT6Wrpt_G39haIcylC-0MQ

Taking animals on NZ public transport:

Service dogs and disability assist dogs are allowed to travel on trains or Buses at all times.

Passengers are able to bring service dog enclosed in suitable carriers or dogs that are leashed and muzzled on board.

Domestic pets must be enclosed in a suitable pet carrier. The carrier must be small enough to be held on the passenger's lap or stored securely under the seat. Pets aren't allowed in the aisles or on seats.

Service dogs and Pet dogs must be leashed and wearing an approved muzzle that prevents biting. Head halters are not permitted.

Priority seating areas

All buses have priority seating areas near the front of the bus for passengers with mobility aids, service animals and for parents with pushchairs. For safety reasons, it may be necessary for pushchairs to be folded down before boarding. Please cooperate with the driver if they request that your pushchair is folded down to make space for a passenger with a mobility aid.

Service animals

All bus services welcome passengers accompanied by service dogs or disability assist dogs.

Mobility aids/devices

Most buses in Canterbury can cater for passengers with access challenges. All Christchurch and Timaru buses have:

- super-low floors and the ability to kneel to meet the kerb. Please ask the driver if you need the bus to kneel
- wheelchair
- ramps fitted to allow easy access for most mobility device users. The driver will manually fold these out.

While many buses can fit two mobility devices, some older buses only have space for one. Some larger mobility equipment may protrude into the aisle. This is acceptable as long as it does not make it difficult for other passengers to move down the aisle.

Powered mobility scooters and segways are not classed as a wheelchair and are not able to be carried due to their dimensions and restricted manoeuvrability.

Accessibility will be improved as new buses replace older vehicles. Newer buses have wider aisles and larger priority seating areas, making it easier to accommodate mobility devices.

For guidance only: Multi-use/wheelchair spaces allow for use of devices with the following dimensions:

- maximum length: 1200mm (including footplates/feet)
- maximum width: 700mm
- maximum height: 1100mm (plus its user)
- maximum weight: 300kg (combined weight of wheelchair and user)

Please note the mobility device must be stable, i.e. must not fall over if not supported.

Being able to operate within these dimensions and weights is necessary to enable safe negotiation of the loading ramp and manoeuvring into the priority seating area.

Large format bus timetables

Large format timetables are available from Metroinfo for passengers with low vision. To request copies of large-format timetables, please contact metro@ecan.govt.nz or download a copy for your route from the [Maps and timetables section](#).

I have copy this from your web site. 2018

Transport choices are limited, particularly in rural areas. For people who do not have access to a car in rural areas, transport choices to access services in larger centres are often non-existent, inaccessible, inconvenient or expensive. Most people living in rural Waikato, including small towns, do not have access to any transport services. All-day services are only provided in Hamilton and Taupo, and between major urban centres and Hamilton. Peak-only public transport, and intercity services (not part of the public transport network) have limited locations and departures around the region. Education services are not available to the general public and health shuttles are only provided for specific needs. Some communities have community-run transport options, with limited locations, varying structures and availability often based on volunteers. Taxis are only in very limited locations where they can be commercially viable. In absence of available or conveniently timed services, people either have to rely on neighbours or friends in a community for transport, or forego travel (with negative consequences). The region's population is also ageing. As people get older, they are less likely to drive themselves or to have a spouse or family member who can drive them. Although the region as a whole is ageing as it grows, many rural areas are facing the combined issue of ageing within local population decline. In South Waikato, the 2013 population of 23,200 is projected to decrease to 19,750 by 2043. This change will include an increase of 2,500 people aged over 65 years, who will make up 31% of that population. A lack of suitable access to essential services can also cause people to move out of rural communities, further exacerbating population decline. Ageing populations also result in an increased proportion of people with disability, which is strongly correlated with age. In 2013, 25% of people in the Waikato Region identified as being disabled, including 14% with mobility impairment.

Higher costs for people who live rurally. Centralised services in urban areas carry additional financial costs for people who live rurally to use these services. When these costs are too high, individuals and communities accrue broader social costs due to missed opportunities for participation in education, employment and social activities. A consequence of these missed opportunities is increased health costs, which only increase as peoples' ability to participate reduces. For people who do have access to a car, there are vehicle-related costs of driving to main urban centres. There are also financial and opportunity costs, including reduced levels of participation when multiple appointments cannot be conveniently clustered. Having access to one car within a household does not mean that all members of that household can access all opportunities that contribute to their wellbeing. Also, those who drive without a licence because of difficulty accessing licencing services only in urban centres also risk encounters with law enforcement, further exacerbating barriers to essential services and employment. The Total Mobility scheme for people with disabilities is available in Hamilton, Taupo and Tokoroa and their immediate areas, but not elsewhere, and only to the individuals that qualify. It is expensive for users, even with the 50% taxi fare subsidy, particularly for longer journeys that breach the fare cap (where the extra distance is unsubsidised).

f) Provide for transport disadvantaged We need to ensure that public transport is able to be used by everyone. This means exploring initiatives for specific groups to ensure inclusive and equitable access to public transport. This strategic response entails supporting transport initiatives that target the transport disadvantaged, that is, people in rural areas, those with no drivers licence where no other transport option exists, and people with disabilities. While a substantial amount of this objective will be covered by the implementation of demand responsive services as outlined in strategic response (b), some specific additional initiatives are required. One such initiative is the promotion and expansion of the Total Mobility scheme for people with disabilities throughout the Waikato region. Because Total Mobility is funded by Territorial Authorities, this option involves these authorities reviewing and considering the availability of Total Mobility in their districts. Since many people who qualify for subsidies through the Total Mobility scheme also rely on footpaths for local participation, the strategic response also includes targeted improvements to connections between the places people live, and public transport services (ie bus stops). The response requires coordination between regional and local councils where public transport services are provided, so that improvements can be prioritised and their impact monitored and valued. This strategic response also links to strategic response (c) in terms of monitoring of diversity of users to ensure representative numbers of transport disadvantaged are using public transport, and to investigate the reasons why when this is not the case. The objective of this option is that public transport is planned and implemented with transport disadvantaged at the forefront.

Appendix E - Current service delivery The Waikato region has the fourth largest contracted bus service in New Zealand behind Auckland, Christchurch and Wellington. Waikato Regional Council contracts out the provision of public transport in the region. In Hamilton city, Waikato Regional Council rates residents to provide public transport services. In the rest of the region, funding is provided from Territorial Authorities for public transport services in their districts. Bus patronage in the region rose from 1.7 million trips in 2002/03 to over 4 million trips in 2016/17. The past two years have seen a decline in patronage, which is consistent with other regions across New Zealand. The existing public transport bus network in the Waikato region can be broadly classified into three categories – Hamilton urban, satellite commuter and rural services. Services within Hamilton account for over 90% of the region's public transport services, comprises 27 routes with most operating Monday to Saturday. There are 14 key routes that operate on Sundays and public holidays. All public buses within the Region are wheelchair accessible. Bus services are provided between Hamilton and a number of towns within the Waikato, including: Huntly, Ngaruawahia, Raglan, Te Awamutu, Cambridge, Morrinsville, Te Aroha and Paeroa. Outside of Hamilton and surrounding towns, services also provide connections for Taupo, Tokoroa, Mangakino, Meremere, Te Kauwhata, Mercer and Tuakau. Limited bus services are also provided between Tuakau/Port Waikato and Pukekohe, managed by Auckland Transport. Waikato Regional Council also manages the Total Mobility Scheme within the Waikato region. The scheme currently operates in Hamilton, Taupo and Tokoroa. The scheme provides subsidised taxi travel for people with disabilities. The Waikato region is similar to most cities around the world where passenger fares do not cover the full cost of providing public transport services. Subsidies are required to ensure the ongoing operation of public transport. The total gross cost of public transport contracts in the region is approximately \$20 million per annum and is funded through: - Bus fares from users - Government financial assistance from the National Land Transport Fund as administered by NZTA - Local share collected through rates.

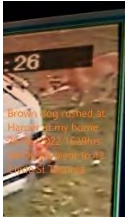
How many Assist/Service Dog been refused on Public Transport or been pushed of or been Attacked/Rushed at within NZ.



This Disability Assist/service dog was attacked at Taupo CBD on the 15/01/2021



Assist/Service dog Attacked in Auckland 2018



Brown dog rushed at Harper Assist/Service Dog at my home 26/05/2022



8/6/2022 dog rushed at Harper (Assist/Service Dog) at my home. By the Same dog.

I can't remember the date in the 1980s where an Assist/Service dog was push of the Auckland Bus by the diver drove of and injured this person Assist/Service Dog passed away. This hit the news.

Fake service dogs within NZ since 2016 right upto now Total **225 +** are NOT with any organisation. Under the dog control Act 1996 they are misleading businesses and people. GOVT need to get harder on them. (2 Interpretation service dog, (a) specified agency, warranted officer, (40) proof of class of dog, (41) Penalty for false statement relating to application for registration. There needs to be penalties for people who are giving false statements to businesses about the status of their dog, e.g. saying their dog is a companion/ therapy dog and has public access rights when the dog is a pet dog and doesn't belong to one of the organisations in NZ with public access rights. Under s2.

Pet/family Dogs going into shops and saying their dog is a service dog when it is not a service dog. This is all Velcro Labels they have got of shops and internet within NZ I understand what I have been told Total **is growing and saying their dog is a service dog when it is not a service dog.** This is putting All 8 organisations all with Disability Assist/Service Dogs at risk.

<https://www.newshub.co.nz/home/new-zealand/2018/08/dog-owners-using-fake-assistant-dog-labels-on-the-rise.html>

The Very Real Danger of Fake Service Dogs

Fake service dog certification on line Do more to help to Stop this with in NZ Protect our Service Dog.

Council, Police and Govt needs to working Keeping fake service dogs out. Under GOVT Dog Control Act 1996 (2 Interpretation service dog, (a) specified agency, warranted officer, (40) proof of class of dog, (41) Penalty for false statement relating to application for registration.

The Very Real Danger of Fake Service Dogs

By [Jason Bottlinger](#) on January 16, 2018



Service dogs provide an amazing and crucial service for people living with disabilities. Unfortunately, some people have used these dogs' recent popularity as an opportunity to break the rules. Fake service dogs, which are really just pets in fancy vests, do not provide critical services or help save lives. These animals present a danger to actual service dogs, as well as to children, since they are not trained the way service dogs are. And if you're bitten, it still hurts.

COMMUNITY LAW MANUAL ONLINE

ACCESS TO SHOPS, TRANSPORT AND OTHER SERVICES

Assistance dogs ("disability assist dogs")

Dog Control Act 1996, s 75; Human Rights Act 1993, s 21

You can bring your assistance dog into any public place, including buses, trains and other public transport, and places owned by private businesses like supermarkets, restaurants and other food outlets, shopping malls, cinemas, and motels or hotels.

This right is specifically protected by the Dog Control Act, but it's also protected by the anti-discrimination laws in the Human Rights Act. Under the HRA, if you're treated differently because you've got an assistance dog, this is discrimination on the ground of disability.

However, the dog has to be one that's been certified as a "disability assist dog" by an approved organisation like the Blind Foundation, Assistance Dogs NZ or Hearing Dogs for Deaf People NZ.

https://www.dia.govt.nz/diawebsite.nsf/wpg_URL/Resource-material-Dog-Control-Guidelines-for-authorisation-to-certify-disability-assist-dogs?OpenDocument

https://www.legislation.govt.nz/act/public/1996/0013/latest/DLM375466.html?search=ad_act_assistance+dog_25_ac%40bn%40rn%40dn%40a_pub%40aloc%40apri%40apro%40aimp%40bgov%40bloc%40bpri%40bmem%40rpub%40rimp_ac%40ainf%40anif%40bcu%40rin%40rnif_h_aw_se&p=1

75 Disability assist **dogs**

(1) Any disability assist **dog** accompanying and assisting a person with a disability, or accompanying a person genuinely engaged in the **dog**'s training, may enter and remain—

(a) in any premises registered under regulations made under [section 120](#) of the Health Act 1956; or

(b) in any public place.

This is also covered in the Health Act 1956 and the Human Rights Act 1993 – recently updated section 21.

https://www.legislation.govt.nz/act/public/1993/0082/latest/DLM304475.html?search=sw_096be8ed81c5ac50_dog_25_se&p=1&sr=1

21 Prohibited grounds of discrimination

(1) For the purposes of this Act, the **prohibited grounds of discrimination** are—

- (a) sex, which includes pregnancy and childbirth:
- (b) marital status, which means being—
 - (i) single; or
 - (ii) married, in a civil union, or in a de facto relationship; or
 - (iii) the surviving spouse of a marriage or the surviving partner of a civil union or de facto relationship; or
 - (iv) separated from a spouse or civil union partner; or
 - (v) a party to a marriage or civil union that is now dissolved, or to a de facto relationship that is now ended:
- (c) religious belief:
- (d) ethical belief, which means the lack of a religious belief, whether in respect of a particular religion or religions or all religions:
- (e) colour:
- (f) race:
- (g) ethnic or national origins, which includes nationality or citizenship:
- (h) disability, which means—
 - (i) physical disability or impairment:
 - (ii) physical illness:
 - (iii) psychiatric illness:
 - (iv) intellectual or psychological disability or impairment:
 - (v) any other loss or abnormality of psychological, physiological, or anatomical structure or function:
 - (vi) reliance on a disability assist dog, wheelchair, or other remedial means:
 - (vii) the presence in the body of organisms capable of causing illness:

If a business is discriminating against you the best channel to get assistance is via the Human Rights Commission. It is important to lodge complaints here so these issues can be addressed with the businesses and they can be educated on the rights of people that own a disability assist dog. This is a breach of section 21 of the Human Rights Act 1993:

Human Rights Commission
PO Box 6751
Victoria Street West
Auckland 1142

The section is section 120 of the Health Act and I would look at the following (part 2) of the section this is linked to the Dog Control Act in Section 75. Disability assist dogs can enter any public place and the listed places (A-G) that are registered with territorial (local/councils) authorities as mentioned in the Health Act.

The Dog Control Act refers to this section of the health act:

57ADogs rushing at persons, animals, or vehicles

(1) This section applies to a dog in a public place that—

(a) rushes at, or startles, any person or animal in a manner that causes—

(i) any person to be killed, injured, or endangered; or

(ii) any property to be damaged or endangered; or

(b) rushes at any vehicle in a manner that causes, or is likely to cause, an accident.

(2) If this section applies,—

(a) the owner of the dog commits an offence and is liable on conviction to a fine not exceeding \$3,000 in addition to any liability that he or she may incur for any damage caused by the dog; and

(b) the court may make an order for the destruction of the dog.

(3) A dog control officer or dog ranger who has reasonable grounds to believe that an offence has been committed under subsection (2)(a) may, at any time before a decision of the court under that subsection, seize or take custody of the dog and may enter any land or premises (except a dwelling house) to do so.

Bill of rights Act 1990.

14 Freedom of expression

Everyone has the right to freedom of expression, including the freedom to seek, receive, and impart information and opinions of any kind in any form.

17 Freedom of association

Everyone has the right to freedom of association.

19 Freedom from discrimination

(1)

Everyone has the right to freedom from discrimination on the grounds of discrimination in the [Human Rights Act 1993](#).

(2)

Measures taken in good faith for the purpose of assisting or advancing persons or groups of persons disadvantaged because of discrimination that is unlawful by virtue of [Part 2](#) of the Human Rights Act 1993 do not constitute discrimination.

This is a privilege to have a Assist/Service Dog.

Thank you for your help and understanding.

Roger Drower.

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Bay of Plenty Regional Council 2024 Regional Transport Plan

Submission from

- Kevin Crowe: Disability advocate, Rotorua
- Roger Loveless: Disability advocate, Rotorua
- Robert Aisable: Blind and Low Vision Advocate, Rotorua
- People First New Zealand Inc – Rotorua Group
- Ali Pottinger: Member, Spinal Support NZ
- Rob Becket: Peer Support Coordinator: Spinal Support NZ

Author's Note.

This article uses the terms disabled and disability in line with the New Zealand Disability Strategy 2016-2026. We fully acknowledge there is considerable diversity in the language people use around disability and disabled people.

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1 The Submitters

The submitters of this document comprise a number of persons with disabilities from Rotorua, with various impairments, several of whom have been a part of the Rotorua Access Group. This group has met approximately six times per year since its establishment, intended as an advisory group to Rotorua Lakes Council, RLC

those supporting this submission include:

- Kevin Crowe: Disability advocate, Rotorua
- Roger Loveless: Local Area Committee member, CCS Disability Action BoP.
- Robert Aisable: Blind and Low Vision Advocate, Rotorua
- People First New Zealand Inc – Rotorua Group
- Ali Pottinger: Member, Spinal Support NZ
- Rob Becket: Peer Support Coordinator: Spinal Support NZ

This submission is made from the perspective of persons with disabilities residing in the Rotorua district.

In the 2013 disability survey, the latest available, Rotorua's disability community comprised people with impairments.¹

- Hearing 5,505
- Physical 10,113
- Psychological 4,098
- Vision 2,640
- Overall 17,040 (Note some people have multiple disabilities)

In addition to these figures, there are visitors with impairments that visit the area and the population for the district since 2013 has increased from 65,280 to 71,877, a 10.1% increase.²

2 Introduction

We are extremely concerned that the proposed Regional Transport Plan, the Plan, whilst not openly discriminatory in relation to those with impairments, is discriminatory by way of arguably failing to address the Rotorua Lakes and Regional Councils obligations under Article 9, Accessibility, of the Convention on the Rights of Persons with Disabilities, UNCRPD, and the NZ Disability Strategy.

Article 9 of the UNCRPD covers Council's obligations, in part, as follows:-

¹ Ref Rotorua District 2013 census impairment data accessed from Statistics NZ website <https://statisticsnz.shinyapps.io/Disability/> .

² From Infometrics data ref <http://community.infometrics.co.nz/Rotorua%2bDistrict/Profile/Age>

To enable persons with disabilities to live independently and participate fully in all aspects of life, States Parties shall take appropriate measures to ensure to persons with disabilities access, on an equal basis with others, to the physical environment, to transportation.....

Having made submissions to Rotorua Lakes Council, it appears this, and previous Regional Land Transport Plans, are being treated by Rotorua Lakes Council as providing a level of legitimacy to their own plans which fall far short of meeting what we believe are their UNCRPD obligations.

This submission is made on the expectation road controlling authorities in the region should have a common understanding of transport issues affecting their disability communities.

3 New Zealand Disability Strategy 2016-2026

Since ratifying the UNCRPD, the New Zealand Government has established a Disability Strategy³ to guide the work of government agencies on disability issues. The vision is that New Zealand be a non-disabling society, where people with disabilities have equal opportunity to achieve their goals and aspirations, and that all of New Zealand works together to make this happen. It identifies eight outcome areas contributing to achieving this vision. Those strategy outcomes that are particularly relevant to this submission are:

- Outcome 1 – Education
- Outcome 2 – Employment and economic security
- Outcome 3 – Health and wellbeing
- Outcome 5 – Accessibility
- Outcome 7 – Choice and Control
- Outcome 8 - Leadership

4 Context for Submission

This being the first opportunity with a newly elected Council to express our concerns on behalf of Rotorua's residents and visitors with disabilities, we are hopeful that awareness of the poor response to their needs will be taken up by our region's elected members. It is disappointing that a word search of the document for disabled and disability only shows three results. Two of these merely state footpaths are provided for disabled people and one that disabled people are included in a declared direction: - "Rapidly accelerate the delivery of walking and cycling networks, predominantly through reshaping existing streets, to make these options safe and attractive."

It is also of significant concern that this last point appears in stark contrast to the new draft Government Policy Statement on Transport which wishes to reduce expenditure in this area.

³ Office for Disability Issues. (2016). *New Zealand Disability Strategy*. Retrieved from: <https://www.odi.govt.nz/nz-disability-strategy/>

5 Our Key Concerns

In many ways, the concerns that lead to the previous Governments' Accessibility for New Zealanders Bill not being progressed is reflected in this Plan. From a wider perspective, almost no recognition is given to the needs of the disability community. A community representing some 24% of our population.

Currently there are no legal obligations under the Local Government Act to include people with disabilities in planning processes, and as a result significant variations in addressing their concerns amongst different road controlling authorities exist. In the case of Rotorua, it is not only the disability community that is affected, but all road users, especially pedestrians, cyclists, public transport users and other active transport users

5.1 Primary Objectives

We have examined table 5.12 for significant activities and are disappointed that only one is listed under the jurisdiction of Rotorua Lakes Council. This is item 18 Malfroy Road / Old Taupo Road (SH5) Intersection Upgrade. Furthermore, this is only for preparing a business case at a cost of \$150,000. There is one other significant project affecting Rotorua, being SH30A Urban Revitalisation, Connect Rotorua which is listed as the responsibility of NZTA.

Separately from this list of significant priorities, there is a sum of \$9.42million included on page 20 for the Rotorua low cost low risk items to cover local road improvements, walking and cycling improvements, public transport infrastructure. We understand this covers the 3 years, 2024-2027, incorporating works on all local roads and footpaths, amounting to \$3.14million per year. There is no indication whatsoever of how much of this is to be spent on improvements that remove barriers to community participation by people with disabilities.

However, if the above \$9.42million is assumed all included within the two categories, walking and cycling improvements and local road improvements from the table on page 19, which gives a regional total of \$370.5 million, this amount would seem very low at less than 3%, considerably less than would be expected if in proportion to the population in the Rotorua District in the region of about 22%. In comparison to the other road controlling authorities in the region, this appears to show an appalling lack of commitment to improving the roading network for everyone. This will automatically flow through to a failure to address significant disability access concerns.

Over the next 10 years we would have expected several projects in this list, for example:-

- Fenton Street, south of Amohau Street. This street has no controlled crossings, was the site of a fatal pedestrian v car accident in 2022, and has several hotels and motels each side. It is a major barrier for many people with disabilities.
- Koutu Road. This road is a bus route, fully urban with many narrow footpaths, in some cases on one side only. It has shops and a marae.
- Clayton Road. A bus route with schools, limited crossings, also with many narrow footpaths, partly only on one side.
- Ngongotaha Village. In this area a Street Accessibility Audit in 2017 identified multiple disability access issues that have not been addressed.

5.2 Achieving Targets

The Plan includes a number of targets which require various actions to be undertaken by road controlling authorities if they are to be achieved. We suggest that at least those targets relating to road safety are inadequate.

For many people with disabilities, real or perceived barriers prevent them from using some transport options entirely, something which prevents them participating fully in society and to the level they would wish. One way of measuring this is to determine the number of “journeys not made”.

Where a person is not able to use a private motor vehicle independently, they must often depend on other transport means. For example:

- **Footpaths.** Whilst Rotorua has attracted subsidies for several shared paths as part of its Cyways initiative, these are not adequate for covering many full journeys for persons with disabilities. Legacy footpaths are often narrow, have no tactile ground surface indicators, and have limited kerb cuts. Furthermore, there are few controlled crossings for pedestrians. This is a particular concern to the blind/low vision community who face multiple examples in Rotorua of confusing and even omission of tactile ground surface indicators.
- **Public Transport, Urban Buses.** This requires suitable footpaths and bus stops that a person with a disability can access safely. With the proposed new Government Policy Statement on transport now published, it is clear there is an expectation fare box recovery rates will be increased. However, in Rotorua, both footpaths and bus stops have been areas of concern expressed by the disability community in recent submissions to Rotorua Lakes Council Long-term and annual plans.
- **Public Transport, other.** For inter-city and smaller regional centres persons with disabilities must rely on family / whanau, friends or other means. Some assistance is provided through the total mobility taxi scheme, which has cost implications, very limited services for tertiary students, and health shuttles. For those requiring a wheelchair ramped vehicle, it is further restricted by a lack of suitable vehicles. Privately owned buses very rarely incorporate wheelchair loading facilities.

Not only do persons with disabilities themselves find transport issues a barrier to full participation in society, those caring for them may not have the capacity to assist, and lack of participation becomes normalised. Under the circumstances, the transport system becomes discriminatory, albeit not intentionally, as by not undertaking a journey at all, persons with disabilities do not register in the statistics.

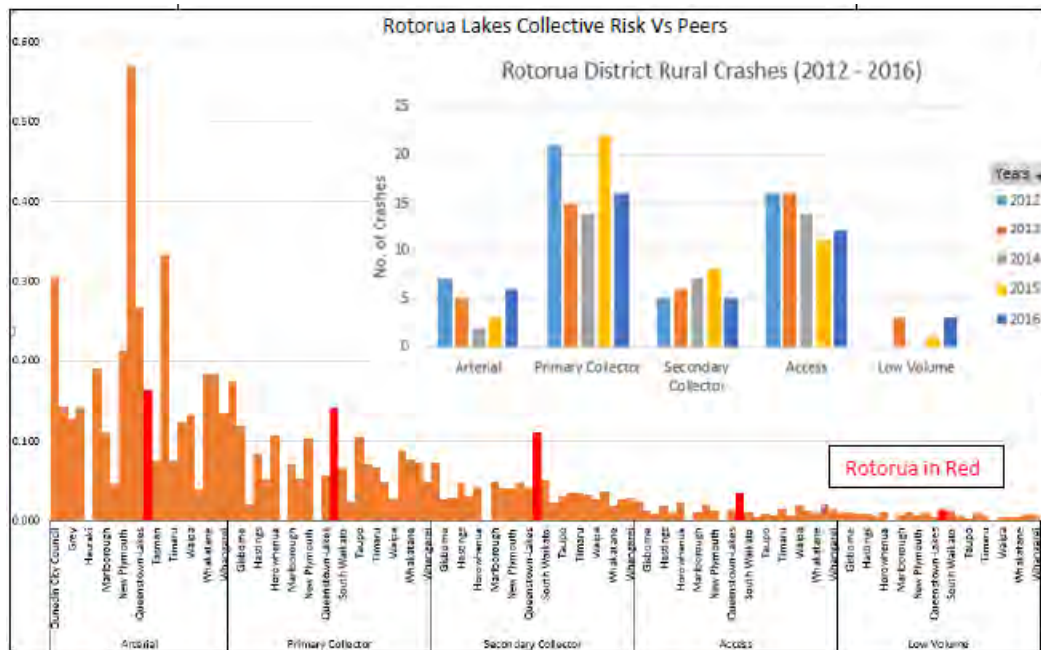
The transport targets do not include any measure of the impact transport infrastructure and operation has on restricting the potential contribution those with disabilities can make to society. However there is a younger cohort of people with disabilities who are no longer prepared to accept the present situation.

Targets could include bus trips made by wheelchair users, with this measure increasing over time, as is expected for active transport usage.

If regional targets are to be achieved, then all included road controlling authorities need to work together. In this regard, Rotorua Lakes Council is apparently an outlier as evidenced by the following graph which was included in the Rotorua Infrastructure

Strategy 2018 -2048 document prepared by Opus International Consultants for them. This compares risk ratings for footpaths with a peer group of councils. Apart from the arterial roads, as classified under the Waka Kotahi One Network Road System, the results for Rotorua stand out as significantly worse than for their peer group.

This raises the question of whether Rotorua Lakes Council is prepared to adequately resource road safety improvements within its operations.



5.3 A Regional Council Disability Policy

We would suggest that it would be appropriate for the Bay of Plenty Regional Council to develop, in conjunction with all regional road controlling authorities, a policy on the provision of transport options for persons with disabilities. This to ensure a common understanding of the obligations the UN Convention of the Rights of Persons with Disabilities places on them. It would be a logical place to include appropriate targets and supporting benchmarks.

It would recognise that whilst there are some areas where the Regional Council has a direct influence on outcomes, for example in respect of requirements for urban buses and hosting the Total Mobility Scheme, its main benefit would be to ensure road controlling authorities understand the issues faced by those with disabilities and identify, assess and resource the removal of barriers to their transport needs.

6 Summary

In summary, we are deeply concerned that the voice of Rotorua's disability sector remains largely unheard with respect to transport issues and this is not addressed within the Plan. Whilst planned expenditure for Tauranga would appear adequate and likely to address access concerns, this cannot be said for Rotorua.

Apart from the NZTA funded work for SH30A, Urban Revitalisation, Connect Rotorua, major local roads that would appear long overdue for upgrade are not included in the list of significant activities listed.

Whilst not clear in the Plan, it appears the annual expenditure on transport works that would remove barriers to community participation by persons with disabilities is extremely low. The figure of \$9.42 million indicated for 2024-27 covering walking and cycling improvements and local road improvements, which would include this expenditure, represents less than 3% of funding in these categories for the entire region, whereas Rotorua's population is about 22%. At this level of expenditure, it is not surprising concerns raised by the disability community remain largely un-addressed in the Rotorua Lakes Council's planning processes.

We are concerned the road safety targets do not address barriers to participation by disabled people, particularly journeys they do not make because of real or perceived safety concerns.

We have suggested all contributing organisations to this plan develop a common policy that addresses the obligations they have to providing an equitable transport system inclusive of those with disabilities contained under article 9 of the UN Convention on the Rights of Persons with Disabilities.

We wish to speak to our submission.

Kind Regards,

Roger Loveless

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Keen to get things moving? Have your say on the Bay's transport future

Draft Regional Land Transport Plan 2024-2034

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INTRODUCTION

HOW TO HAVE YOUR SAY

SUBMISSION FORM

Complete the submission form below.

[Open](#)

Puka Whakauru | Submission Form

Your details

First Name Required

Roger

Last Name Required

Loveless

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

Individual

Phone Number Required

Email address

Postal address

I wish to keep my contact details confidential Required

- ☐ Yes
- ☐ No

Pātai 1 - Ngā wero | Question 1 - Challenges

The Bay of Plenty region continues to see strong population and economic growth; however, this has come with a number of transport challenges.

Growth has come with a number of transport challenges:

- A severe shortage of accessible, affordable housing.
- Congested and deteriorating transport infrastructure which is adversely impacting quality of life and regional productivity.
- Low public transport and active mode share.
- High levels of greenhouse gas emissions from land transport modes as a result of high motor vehicle dependency and dispersed urban form.
- Vulnerability to both severe weather events and longer-term climate change-related events.
- Increasing levels of deprivation and social isolation in smaller townships and areas of Tauranga, Rotorua, and Eastern Bay.
- High numbers of deaths and serious injuries on the roads.

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

- ☐ Strong agree
- 283

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

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

Very limited recognition in Rotorua of the needs of its disability community.

Pātai 2 - Ngā whāinga | Question 2 - Objectives

The vision for the region's land transport system is: "Our transport system meets the needs of our diverse communities, our environment and our economy."

"Whakaritea e mātou ana te pūnaha kawē, kia rite ki ngā hiahia o mātou hapori whānui, me te taiao, me te ōhanga."

To deliver this vision, a series of objectives have been developed.

Focus Area	Objective	Headline Target
Healthy and safe people	Deaths and serious injuries are minimised on the region's transport system	40% reduction in deaths and serious injuries, from 2020 levels, by 2030, on the region's road network
Environmental sustainability	The environmental effects, including emissions, arising from the use of the transport system are minimised	Reduce carbon emissions from road transport by 41% between 2019 and 2035, on the path to net carbon zero by 2050
Inclusive access	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	Double mode share for public transport and active modes combined in the region's main urban areas by 2030
Economic prosperity	The transport system enables people and goods to move efficiently and reliably to, from and throughout the region	Maintain or improve travel time predictability for freight movements on the primary freight network (road and rail) interpeak (between 9am and 4pm)
Resilience and security	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	Reduce the number of unplanned closures on the region's state highway network by 20% between 2018 and 2030
Enabling housing supply	The transport system enables connectivity between places where people live, work, learn and play	Increase the percentage of new dwelling units that are enabled within 500m of primary routes in urban areas

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

- ☐ Strongly Agree
- ☐ Agree
- ☐ Neutral
- ☐ Disagree
- ☐ Strongly Disagree

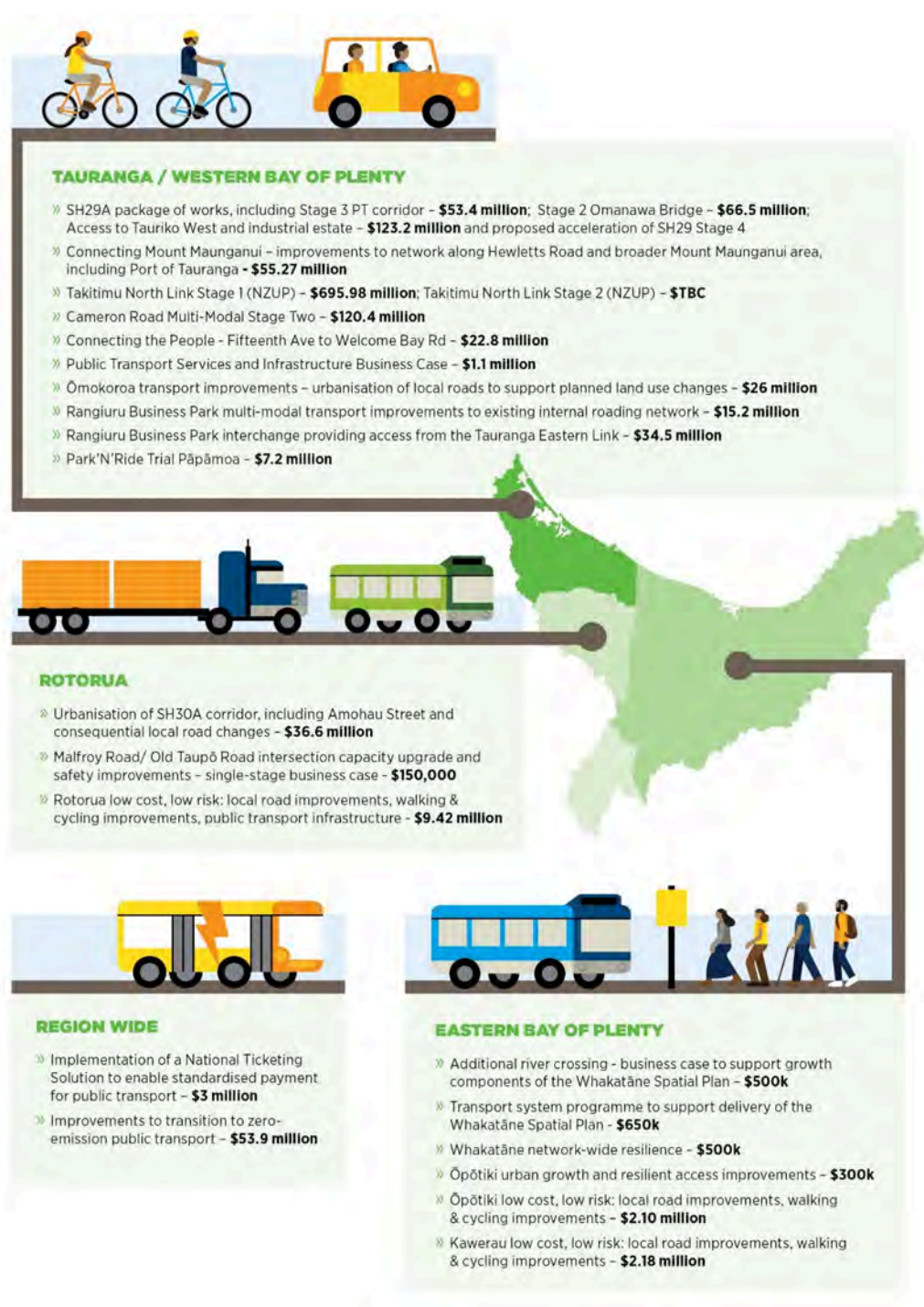
☐ I don't know

Q2. Please explain your answer.

All good, but missing mention of our disability communities.

Pātai 3 - Ngā whakaaroatu ā-rohe | Patai 3 - Regional priorities

The figure below lists key regional priority projects by sub-region. Some activities are not on the full list because they already have funding committed. For a full list of committed and proposed prioritised transport activities for the next three years, refer to page 75 of the draft 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

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

Please see attached written submission with views of some persons with disabilities in

Pātai 4 – Kōrero mai | Question 4 – Comments

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

Please see attached written submission with views of some persons with disabilities in Rotorua

Speak to your submission?

All submitters have the opportunity to present their views and feedback to council during the hearing process from 10-12 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

Demographic Questions

As part of our commitment to inclusivity, we request demographic information such as age, gender, ethnicity, and location. This information will be treated with the utmost confidentiality, stored securely, and used solely for statistical analysis. Your privacy is our priority, and we adhere to stringent data protection measures. Participation in providing this information is entirely voluntary, and you may choose not to disclose any demographic details.

How do you identify your gender?

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

What year were you born?

This question may not be greater than 10 characters.

Coventry UK

You have -1 characters left

What is your ethnicity?

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

What is your post code (if known)

3010

You have 6 characters left

What is your district?

- ☐ Rotorua
- ☐ Whakatane
- ☐ Tauranga
- ☐ Western Bay of Plenty
- ☐ Kawerau
- ☐ Opotiki

Submit

Key dates

★

Public consultation opens

23 February 2024

★

Public consultation closes

24 March 2024

★

Hearings

• Wednesday 10 April – Tauranga TBC

• Thursday 11 April – Rotorua TBC

• Friday 12 April – Whakatāne TBC

★

Deliberations

07 May 2024

★

Regional Transport Committee makes a recommendation on the Plan to the Regional Council

22 May 2024

★

Final Plan submitted to NZ Transport Agency Waka Kotahi

14 June 2024

★

NZ Transport Agency Waka Kotahi releases the National Land Transport Programme

September 2024

See less

Document Library



Draft Regional Land Transport Plan 2024-2034 (https://www.participate.boprc.govt.nz/download_file/1263/902)
PDF (7.92 MB)



Consultation Overview and Proposal Statement (https://www.participate.boprc.govt.nz/download_file/1260/902)
PDF (865.53 KB)



Public Submission Form (https://www.participate.boprc.govt.nz/download_file/1261/902)
PDF (133.96 KB)

Shape the Bay's transport future



Contact Us

Have questions or want to learn more about a project, contact us below:

Name

Transport Planning Team

Phone

0800 884 880

In writing

Attention: RLTP Submissions
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Telephone: 0800 884 880 (tel:0800 884 880)



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SUBMISSION TO DRAFT BAY OF PLENTY REGIONAL LAND TRANSPORT PLAN 2024-34

SUMMARY OF SUBMISSION

This submission:

- Recognises the crucial role of transport in supporting economic growth and productivity. In particular, in unlocking housing and industrial land in the Western Bay of Plenty sub-region, as well as in enhancing the productivity of New Zealand's largest export gateway – The Port of Tauranga.
- Commends the BOPLTP on prioritising significant transport infrastructure needs advocated for by the Western Bay of Plenty Infrastructure Forum, including short and long-term works at State Highway 29 through Tauriko, network improvements along Hewletts Road and around Mount Maunganui, as well as multi-modal transport improvements along Cameron Road and at Rangiuru Business Park.
- Recommends the BOPRLTP be more deliberate in aligning with the Government's draft policy statement on land transport, particularly in regard to transport solutions that improve sustainable economic development and productivity within the region.

OVERVIEW

Priority One is the economic development organisation for Tauranga and the Western Bay of Plenty. The organisation reflects a partnership between the business community and local authorities, with substantial funding and support provided by businesses and individuals committed to seeing positive change through increased economic prosperity across our community. Priority One is also contracted to deliver economic outcomes by Tauranga City Council and Western Bay of Plenty District Council.

Priority One's core role is to build the sub-region's economic depth to delivery higher living standards. Our most effective contribution to the region is to focus on the creation of high skilled jobs and the ability of our own community to fill them. Priority One uses the partnership it has built between the business community and SmartGrowth partners, to progress initiatives that lift mean annual incomes and promote equity for people in our community.

It is in the context of collaborating to build a more sustainable and prosperous sub-region and wider region that is attractive to current and future residents and businesses that Priority One submits to the draft Bay of Plenty Regional Land Transport Plan 2024-2034.

SUBMISSION

Investment in the right transport projects plays a critical role in unlocking the region's sustainable economic growth & productivity.

The Draft Bay of Plenty Regional Land Transport Plan 2024-34 recognises the crucial role transport plays in supporting the region's economic growth and productivity. Tauranga is the fifth largest and fastest growing city in New Zealand. Over the last decade, the city has experienced dramatically higher economic and population growth than the rest of the country. Tauranga and the surrounding Western Bay of Plenty District will continue to outpace growth across the rest of the country due to the popularity of the region as a destination for people and businesses. Strong growth is also expected in the rest of the Upper North Island, which will cause additional demand on this area.

The Port of Tauranga is a key piece of national infrastructure. New Zealand's productivity relies on efficient road and rail connections to the port.

The Port of Tauranga is New Zealand's largest and most efficient seaport, a vital trade gateway of national significance. Currently the Port is served by both rail and road networks which handle around 42% of all New Zealand's shipping containers, 36% of exports and 32% of New Zealand's cargo. A recent upper North Island industry freight study forecasts an increase in freight growth of between 45%-65% by 2030. Maintaining efficient access to and from the Port is critical not just for the Bay of Plenty, but for the future viability of New Zealand's export economy. As such, we support investment into SH29 as the region's top roading infrastructure priority and are pleased to see it named in the Governments list of nationally significant roads. We think that the RLTP could be much more oriented to improving economic productivity via increased capacity for freight.

Targeted transport investment can unlock much needed housing and industrial land capacity in Tauranga.

High levels of population growth have contributed to transport congestion and high house prices, particularly in the Western Bay of Plenty sub-region, impacting on both productivity and quality of life. Tauranga City has the worst housing and rental affordability in the country, which is further constrained by inadequate infrastructure investment, particularly transport. Tauranga's western corridor could provide for up to 30,000 new homes but has been constrained by lack of certainty around the enabling transport investment. We strongly support the BOPRLTP priority for access to Tauriko West and Tauriko industrial estate and urge Councils to work closely with Government to accelerate longer term works on SH29 which would enable significant new residential housing development, as well as unlocking the next stage of Tauriko industrial estate. We also support Cameron Road Stage 2 which will help connect new residential development in the Western Corridor with rapid bus and cycle access to the city, reducing the impact of personal vehicles on the roading network and further enabling freight access to the Port.

Refocus the BOPRLTP to more closely align with the GPS Land Transport 2024

We commend the BOPRLTP on providing a clear list of transport priorities within the Western Bay of Plenty sub-region, but challenge the plan to articulate and align the benefits of these priorities more

closely with the Government's strategic priorities as set out in the draft GPS on land transport 2024. The intent of the RLTP appears to be mis-aligned with the GPS. We believe the benefits to economic growth and productivity should be more explicitly prioritised and highlighted for alignment. We support the plans focus on safety and network resilience but note there is little commentary on the Government's priority around value for money. The priority action areas are misaligned with the GPS at a broad level and do not focus enough on improving economic prosperity at an action level.

Other feedback

SH29 Tauriko and Connecting Mount Maunganui are projects that must be accelerated, with a push to be completed as soon as possible. Both play a critical part in our regional economic future enabling exports, trade, housing and productivity.

Park and Ride must be progressed with haste, even in the form of experimentation. PT patronage rates and trends are nothing that the region should be proud of and every effort must be made to make improvements to the system.

There is no provision in the RLTP for ferry services, although we understand there is desire at leadership level to explore this. Commentary in the RLTP may help enable this.

Summary

Priority One supports the prioritised investments outlined in the draft BOPRLTP 2024-2034 but recommends the document is rewritten to more directly align with the Government's draft GPS Land Transport 2024. Specifically, we recommend the BOPRLTP directly articulates the benefits of these investments to national and regional economic growth and productivity.

CONTACT DETAILS

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Position Chief Executive
Name of Organisation: Priority One
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Hearings: We advise that we would like to speak to this submission at hearings.

Signed:



Date: 19 March 2024



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14 March 2024
Bay of Plenty Regional Council
P.O. Box 364
Whakatāne, 3158, NZ

CC Mayor Tania Tapsell, BOPRC Councilors T White, L Thurstan, K Winters

The Chief Executive Officer
BOPRC

Kia Ora Ms. McTavish

Submission on Bay of Plenty Regional Council Regional Land Transport Plan

Thank you for the opportunity to make a submission on the Bay of Plenty Regional Council Land Transport Plan. Land transport is complex and controversial. At the end of the day the BOPRC must do what is best for all parts of its constituency.

The draft plan as it is drafted now fails to meet that objective.

Context - A transfer of wealth from Rotorua to Tauranga.

The Rotorua Business Chamber (RBC) speaks for approximately 90% of the business in Rotorua as measured by employees.

Rotorua has a population approaching 80,000 people or over 20% of the BOPRC region.

Land transport is the life blood of any city. However, in Rotorua's case this is even more true as Rotorua's three primary economic drivers are tourism, forestry, and farming. All three are export oriented, labour intensive, and rely heavily on road transport. The quality of road access into, out of, through and around the precincts of Rotorua is vitally important to these sectors of Rotorua's business community.

We are therefore bitterly disappointed to see that - despite paying 20% of the rates for the BOPRC - Rotorua has received a paltry 3.5% allocation of the spending. This is out of balance and unacceptable. There is an obvious bias towards the Tauranga area and whilst it is expected that more of the budget would be spent in the Western Bay area, the proportion of spending in this geographic area is well outside what is necessary and expected...

Rotorua NZ Submission dated 14th March 2024

The RBC is 100% supportive of the submission made by Rotorua NZ in its document dated 14th March. (copy attached). The RBC endorses what the submission contains and reiterates that the roading projects identified in this submission are the bare minimum needed and are vital for Rotorua's economic development.

Additional Commentary

We further add that there is strong and growing evidence that traffic movement into and out of the city is becoming increasingly congested especially at peak traffic times. In addition to the projects outlined by Rotorua NZ, the RBC also submits that the following projects are also very important:

1. The four laning of the Western, Southern and Eastern accessways.
2. There will be a necessity to ensure that cross-city traffic has highway standard roading, before Amohau Street is handed to Rotorua Lakes Council for care and upkeep.
3. Future development in Ngongotaha (3000 new houses) will grow the population exponentially. Road capacity to and from Ngongotaha is already at peak-flow-semi-deadlock status without this growth.

Finally, and importantly Rotorua is the center of NZ Maoritanga. As such we represent the face of NZ's uniqueness to the world. It is important that Rotorua builds its image in a positive fashion to the three and a half million tourists that visit our city annually.

We strongly endorse Rotorua NZ Chief Executive, Mr. Wilson's comments, that "This is a 10-year plan that is effectively just for one city."

We urge the Council to reconsider this plan and to take cognizance of the full constituency, not just Tauranga.

We are copying our submission to the Rotorua Council and the three Rotorua elected members of the BOPRC to ensure that they understand where Rotorua businesses stands, on this draft Plan.

Yours Sincerely
Nga mihinui



Glenn Tasker
President
Rotorua Business Chamber

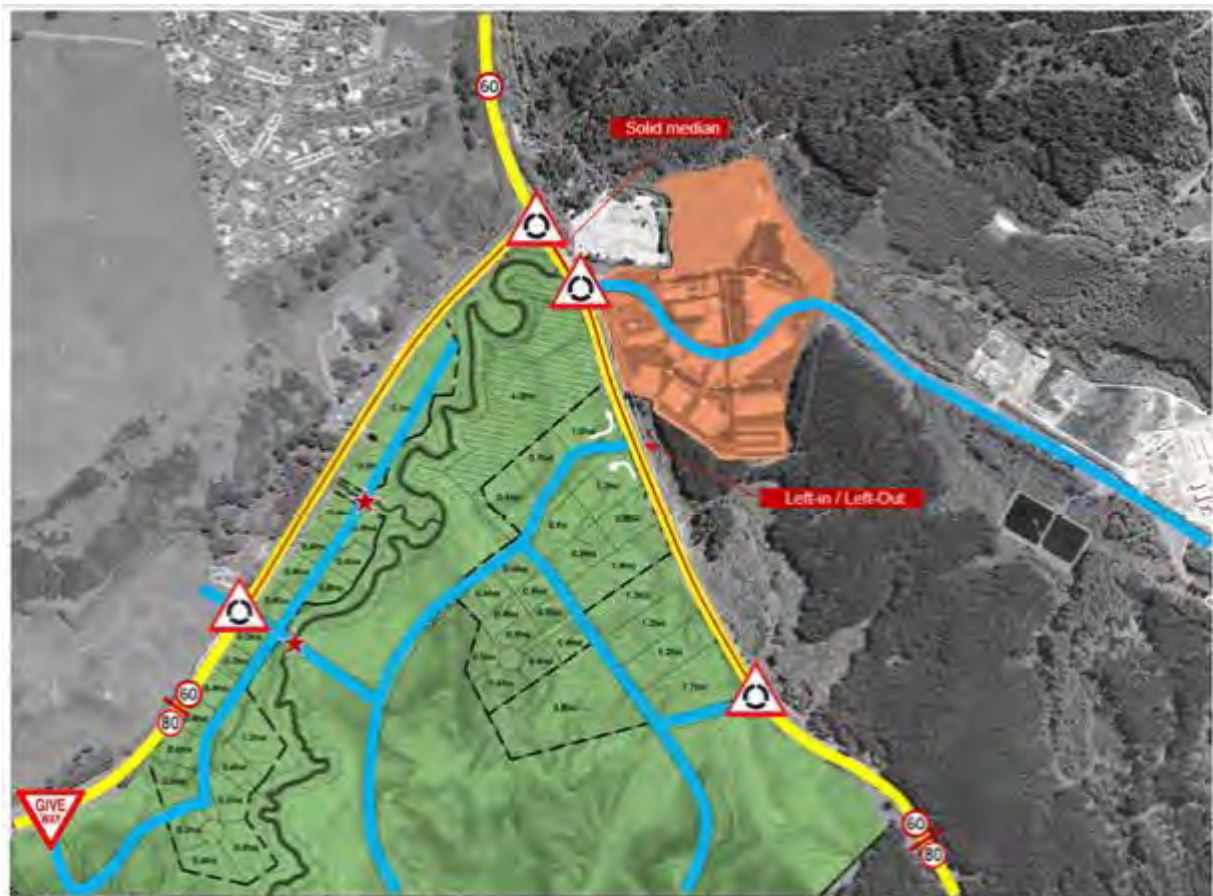
From: Mitch Collins <Mitch.Collins@redstagtimber.co.nz>
Sent: Tuesday, 19 March 2024 4:05 pm
To: RLTP 2024
Subject: Red Stag Submission BOPRC RLTP 2024
Attachments: Peka Block and Reg Stag Report_Client Draft 1_reduced-compressed.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Kia ora,

Please accept this as Red Stag Submission on the Future Development Strategy.

1. Red Stag Timber is the largest private employer in Rotorua. It contributes significantly to the local economy and built environment. The Waipa Mill is the largest mill in the Southern Hemisphere and produces over 620,000 m³/year of structural timber, increasing 3 times that of 2003 when Red Stag took over. In 10 years, the Mill intends to grow to 1,000,000m³/year output. The Mill currently employs over 400 people directly. 60% of which are Māori and 15% Pasifika. Through renewable biomass generation, the mill generates 6.5MW of electricity and is a nett grid exporter. Red Stag also produces engineered wood products to displace carbon intensive steel and wood in large building applications. The Waipā Valley, in addition to processing timber, hosts a large number of tourism.
2. What is important for the logistics of the Waipā Mill and access to tourism and commercial infrastructure, is the maintained access from SH5 for Waipā State Mill Road. This access way needs to be maintained (or improved) as traffic flows increase. The “Tourism Gateway” and “Key Freight” Corridor is becoming more developed and industry is moving to the Peka Block Industrial Park.
3. Attached is the detailed study assessing traffic flows undertaken by RotoruaNZ, with support from Stantec and all stakeholder groups. The study identified a preferred strategic access agreement (shown in the figure below) for the new Peka Block Industrial Estate (made up of relocating industry from Fairy Springs and Ngapuna) and Waipā State Mill Road.



4. Red Stag proposes that this corridor planning detail is accepted into the BOPRC RLTP as a priority for funding to provide a clear Plan for the “Tourism Gateway”, securing ongoing safe access for road users, without disruption to industrial operations.
5. Red Stag also proposes that issues of reverse sensitivity are appropriately addressed with increased industrial area south of the city. Issues including, but not limited to; lighting, noise, air emissions and traffic must take Red Stag operations as the permitted baseline. Any effects additional to these, must be appropriately managed through planning and resource consent process.
6. I am not available to present this submission to Council.
7. We support the RotoruaNZ submission made to BOPRC.

Linked is a video for [planning purposes](#). I will also send the Red Stag Masterplan in an attachment after.

Ngā mihi,

Mitch Collins

Environmental Manager

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Peka Block and Reg Stag Timber Access Optioneering Assessment

PREPARED FOR RotoruaNZ Ltd July 2022

We design with community in mind

Revision schedule

Rev No	Date	Description	Signature of Typed Name (documentation on file)			
			Prepared by	Checked by	Reviewed by	Approved by
1	27 July 2022	Draft for client review	Matt Soper, Alicia Mustapha	Mark Apeldoorn	Karl Baker	Mark Apeldoorn

This document was prepared by Stantec New Zealand ("Stantec") for the account of Rotorua NZ (the "Client"). The conclusions in the Report titled *Peka Block and Red Stag Timber Access Optioneering Assessment* are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

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Quality statement

Project manager	Project technical lead
Mark Apeldoorn	Matt Soper

PREPARED BY

Matt Soper, Alicia Mustapha 22 / 07 / 2022

CHECKED BY

Mark Apeldoorn 25 / 07 / 2022

REVIEWED BY

Karl Baker 27 / 07 / 2022

APPROVED FOR ISSUE BY

Mark Apeldoorn 27 / 07 / 2022

Executive summary

This report summarises the process and findings from a study addressing emerging transport access and road safety issues associated with increased transport demands associated with proposed large-scale property development by the Peka Trust and Red Stag Timber in the vicinity of the SH30/ SH5 intersection, south of Rotorua.

Commissioned by RotoruaNZ, Stantec has facilitated a structured transport planning process, consistent with transport business case principles, to determine a preferred access arrangement between the state highways and adjacent major landholdings that can support staged land release for the development proposals. The process included:

- Confirming a strategic case for change by identifying key problems and desired investment benefits through an Investment Logic Mapping exercise;
- Identifying a range of options for addressing investment objectives; and
- Assessing options using a multi-criteria assessment approach to determine a preferred option.

The process was underpinned by collaborative engagement with key stakeholders including:

- RotoruaNZ Ltd - Council Controlled Organisation owned by Rotorua Lakes Council;
- Rotorua Lakes Council – Local Road Controlling Authority;
- Waka Kotahi NZ Transport Agency – Road Controlling Authority for state highways;
- Peka Trust – landowner Trust for the Peka Block adjacent to State Highways 5 and 30; and
- Red Stag Timber – land owner and developer for the Red Stag Timber Mill site adjacent to State Highway 5 and key partner to the Mountain Bike Park Facilities area.

The key transport problems identified relate to increasing road safety risks associated with increased transport activity in the area and limitations on land development associated with inadequate existing state highway access points. The investment logic map identified three investment objectives related to improving safety outcomes, ensuring safe and efficient access to planned development sites and enabling a staged delivery of the land developments.

A long list of eight options were identified as relevant approaches to achieving these investment objectives. These involved various types of infrastructure interventions including various road realignments, intersection types and access point locations. An initial coarse assessment narrowed the long list to a short list of three options that were subject to a more detailed multi-criteria assessment against a 'Do-Minimum' option.

The assessment found that all three short-listed options could contribute positively to achieving the investment objectives. The options varied more substantially when assessed for cost and deliverability and extent of environmental impact.

The assessment determined a preferred strategic access arrangement in the form of Option 5. This involves a package of infrastructure and speed management interventions to support a safe and efficient road network that supports staged development, and ultimately economic growth. Key elements of this option include the following that can be implemented in stages to align with incremental growth:

- Converting the current SH5/SH30 intersection to a roundabout or other appropriate safe system intersection form;
- Roundabouts (or other appropriately determined safe intersection form) at Peka Trust SH5 southern access and Peka Trust SH30 central access;
- Left in left out intersection at Peka Trust SH5 northern access;
- A priority-controlled intersection at the southern (non-Peka Trust land) SH30 southern access;
- Converting current SH5/Waipa State Mill Road intersection to a roundabout or other appropriately determined safe intersection form;
- Solid median between SH5/SH30 and SH5/Waipa State Mill Road intersections; and
- Speed limit reduction zone increased to south of the Peka Trust southern access point.

The generalised form of the preferred option (Option 5) is shown on the following Figure:

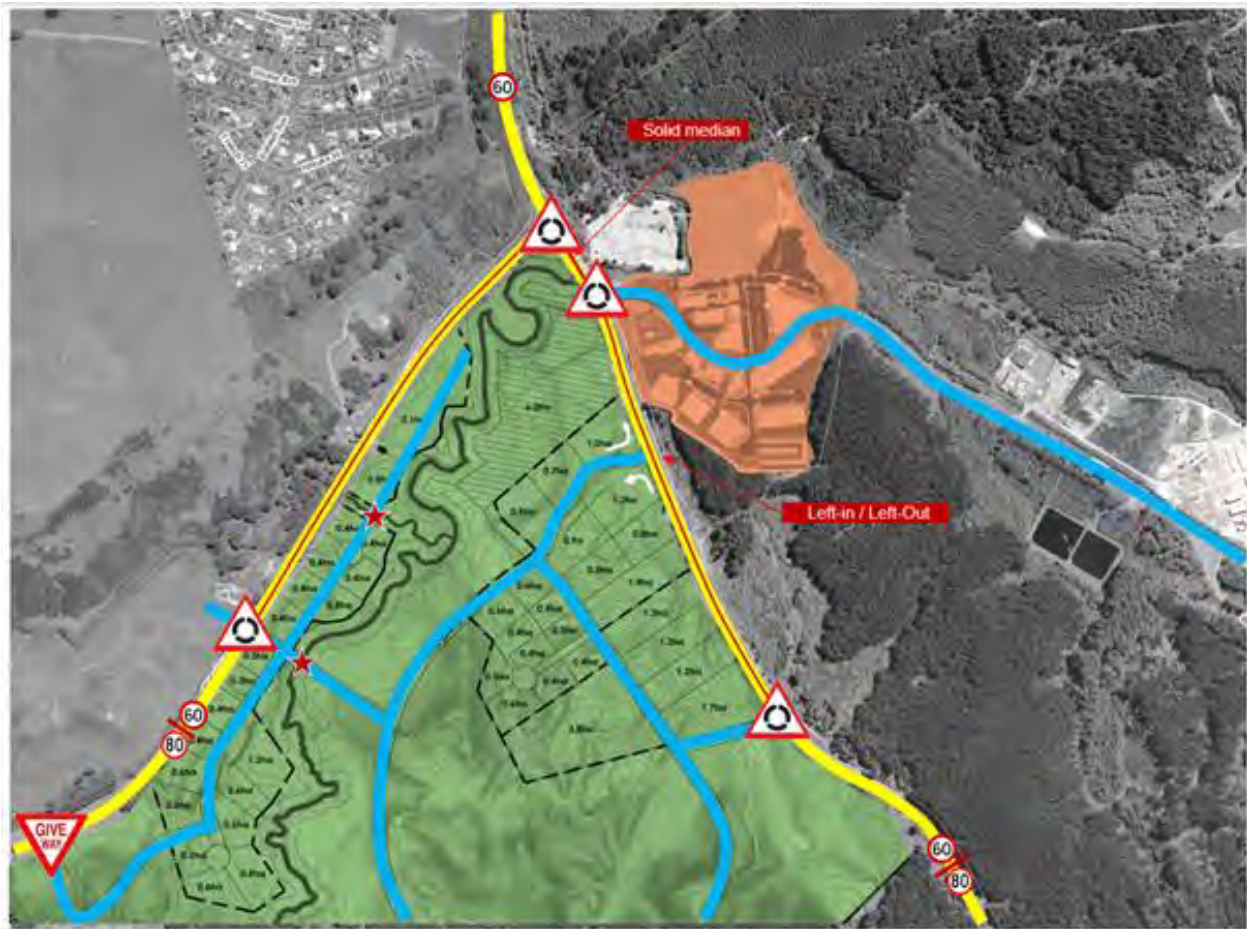


Figure 1: Indicative Preferred Option (Option 5)

Recommended next steps include the following:

- RotoruaNZ to engage with Rotorua Lakes Council on next steps for planning and implementation of the preferred option and including consideration for staged funding of transport infrastructure alongside other infrastructure needs to service the Peka Trust and Red Stag Timber landholdings;
- Rotorua Lakes Council to assess and determine an appropriate funding mechanism and associated business case and/or funding pathway/model.

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DESIGN WITH COMMUNITY IN MIND	

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Abbreviations

Enter Abbreviation	Enter Full Name
ADT	Average Daily Traffic
CAS	Crash Analysis System
Council	Rotorua Lake Council
RNZ	Rotorua NZ Ltd
SH	State Highway
TMS	Traffic Monitoring System
Waka Kotahi	Waka Kotahi NZ Transport Agency

1 Introduction and Background

1.1 Overview

RotoruaNZ has asked Stantec to assess, describe and develop a preferred transport access option for the Peka Trust and Red Stag Timber properties adjacent to SH5 and SH30, Rotorua. The overall purpose of this study is to undertake a structured transport planning process, consistent with transport business case principles and including collaborative engagement with key stakeholders, to determine:

- Drivers for change, key problems, potential benefits and investment objectives related to access to the landholdings;
- A range of options for addressing investment objectives;
- A framework for multi-criteria assessment of options; and
- A preferred high-level approach to transport planning that supports:
 - o A planned long-term strategic corridor and access arrangement; and
 - o A staged corridor access arrangement that could support staged land release for the land-use proposals.

Peka Trust and Red Stag Timber are major landholders in the area adjoining SH5 and generally south of the SH5 / SH30 intersection situated in the Rotorua Lakes Council (RLC or the “Council”) area. Both landholders have plans to stage development of their blocks. The potential transport demands associated with these developments rely on the long-term strategic performance and capacity of these state highway corridors.

An integrated, safe and well-planned approach to for the State Highway’s interim and long-term functioning is of primary interest to Waka Kotahi the New Zealand Transport Agency (Waka Kotahi). Rotorua Lakes Council, in its capacity as the Road Controlling Authority (RCA) for the wider area has a strategic interest in the local roads (such as Waipa State Mill Road) and connecting transport corridors (current and future) together with the strategic infrastructure it will inherit as the RCA. RLC is also exploring a range of other infrastructure service provision mechanisms, some of which may rely on the road corridor network for them to be delivered.

Peka Trust is investigating development potential on approximately 40ha of land to the east of SH5, located between SH5 and SH30 and with access to both road frontages. The development is to include industrial, warehousing, transport-related and manufacturing land uses that are generally consistent with the current zoning of the land.

Red Stag Timber has undertaken master planning of its site to the east of SH5 and are investigating redevelopment that could include accommodation, recreation, retail, film industry, light industrial and office uses generally aligned with the zoning for the land.

This report documents the identification and assessment of options and determination of a preferred long-term strategic access management option for these landholdings in a way that is consistent with the transport business case principles and methodology. While not a comprehensive business case following Waka Kotahi guidance, the approach used is consistent with business case principles. A collaborative stakeholder engagement process has been used to determine a strategic corridor and access arrangement that will best support collective interests.

1.2 Project Area

The project area is in the vicinity of the intersection of two state highways, SH5 and SH30. SH5 is a strategic connection in the central North Island linking Tirau in the north through to Rotorua, Taupo and south east to

Napier. It is approximately 262km in length traversing through both rural and urban areas. It mostly consists of a two-lane single carriageway, however, some of the urban arterial sections of the corridor such as that passing through the western part of Rotorua are in a 4-lane plus additional turning lanes configuration.

SH30 is an east-west connection between Te Kuiti to the west and Whakatane on the east coast of the North Island. It is approximately 219km long. Like SH5, SH30 is mostly a two-lane single carriageway. Within the project area SH30 terminates at SH5 at a priority-controlled T-intersection just south of Rotorua.

The Peka Trust and Reg Stag landholdings have frontages on either or both SH5 and SH30. The project area is broadly shown in Figure 1-1.



Figure 1-1: Indicative Site Locations (Source: Google Earth)

1.3 Previous investigations

Table 1-1 lists key investigations recently undertaken relevant to the project area.

Table 1-1: Relevant and recent investigations

STUDY	SUMMARY
Peka Block Traffic Access and Staging Concepts study	Commissioned by Rotorua Economic Development. In summary, this assessment concluded: • Staged access to development is expected to be achievable; • Roundabout arrangements were assessed as likely to deliver improved road safety outcomes for access; • A local corridor speed reduction would be necessary to support safe access; • Pedestrian and cyclist arrangements would need to be grade separated; • A more structured modelling approach would be necessary to confirm the findings; and • Waka Kotahi the NZ Transport Agency (Waka Kotahi) would need to be engaged early.
Road safety change assessment	A road safety change assessment in relation to the Peka Trust land Stage 1 access arrangements, prepared to respond to an information request from Waka Kotahi. This assessment concluded:

STUDY	SUMMARY
	<i>“the improved intersection outcomes described are expected to deliver significant safety improvements in the form of a 64% reduction in death and serious injury risk. The proposal therefore is expected to contribute strongly to the Waka Kotahi’s “Road to Zero” outcomes with respect to road safety.”</i>
National speed review program	The speed limits on sections of the SH30 and SH5 corridors through urban Rotorua were identified for inclusion in the national speed review program. Waka Kotahi and Rotorua Lakes Council both proposed speed limit revision as follows: • SH5 – from 100km/hr to 80km/hr between 260m south of the SH5/SH30 Old Taupō Road/Hemo Road roundabout to 400m south of Waipa State Mill Road. • SH SH30 - 260m south of the SH5/SH30 Old Taupō Road/Hemo Road roundabout to 185m southwest of SH5/SH30 intersection

2 Stakeholder Engagement

The key stakeholder interests identified in relation to this study include:

- RotoruaNZ Ltd (previously Rotorua Economic Development Ltd) - Council Controlled Organisation owned by Rotorua Lakes Council;
- Rotorua Lakes Council – Local Road Controlling Authority and Infrastructure;
- Waka Kotahi NZ Transport Agency (Waka Kotahi) – Road Controlling Authority for the State Highways;
- Peka Trust – land owner Trust for the Peka Block; and
- Red Stag Timber – land owner and developer for the Red Stag Timber Mill and key partner to the Mountain Bike Park Facilities area.

Early engagement was a priority for the project team to ensure that key stakeholders were represented, heard and able to influence the solution, with a sense of ownership for the preferred option. Specific engagement activities included the following four workshops:

Introductions Session (2nd March)

This introductory meeting involved Stantec consultants and representatives from all key stakeholders.

ILM Workshop

An Investment Logic Mapping (ILM) workshop exercise was held bringing together the key stakeholders to ensure an early agreement on problems, outcomes and benefits before any options were identified. Two meetings were held:

- Peka Trust (10th May)
- Full group (12th May).

Long List Workshop (16th June)

The workshop developed a long list of options to be taken forward to subsequent evaluation. The prior ILM assessment was reviewed, key constraints identified, access options developed and a set of evaluation criteria agreed to inform the MCA evaluations.

Multi-Criteria Assessment (MCA) Workshop (1st July)

The workshop involved reviewing a preliminary assessment of options prepared by Stantec and confirming assessment findings through:

- a coarse sieve / fatal flaw process applied to the long-list of options
- a more detailed MCA process on a short list of options to determine the preferred solution.

3 Context

3.1 Strategic policy context

3.1.1 Long Term Plan 2021-2031

Commitment to Economic Development

The long-term plan aims to improve growth and development in Rotorua, with a funding commitment of \$3.7 million per annum and \$26 million committed in total.

Developed in partnership with iwi, businesses and industry sector leaders, the draft Economic Development Strategy (EDS) is a blueprint for economic recovery and longer-term growth in Rotorua. The strategy is intended to support the short-term needs for economic recovery in a world disrupted by the COVID-19 pandemic with a long-term economic development vision outlined below:

- *A place that provides the space to connect with friends and family; and has a natural environment to inspire and sustain wellbeing. Success will mean attracting and retaining, talent, students, visitors and investors who contribute to the vibrancy of our bilingual city, engage in regenerative tourism, and sustain year-round productive jobs.*
- *The future of forestry Rotorua led initiatives to underpin our status as the Centre of Excellence in forestry and wood processing. Rotorua's "Wood First" policy recognises the economic, environmental, cultural and social significance of wood and has resulted in the increased use of timber solutions and a "Wood First" concept embraced at a national level.*
- *Ready for business, Rotorua is open and ready to support businesses to grow and thrive by providing desirable commercial, industrial, and housing solutions. To complement our existing industries, we nurture and attract technology-based and creative industries offering local people the chance to move into higher skilled and higher wages activity. Talent, entrepreneurs and business innovators relocated to Rotorua to live an 'exceptional' lifestyle and create new jobs and vibrancy for our city.*

Growth

Using information from Infometrics (based on Stats NZ data) Council has assumed a projection of approximately 4,000 new residential dwellings over the next ten-year period. The most recent population estimates for the period 2017 to 2020 are shown in the following Table.

Table 3-1: Residential Population Estimates for Rotorua Lake Council

Year to June	Population	Change	% Change
2017	73,700	1,400	1.90%
2018	74,800	1,100	1.50%
2019	75,800	1,000	1.30%
2020	77,300	1,500	2.00%

Commitment to Road Safety

The long-term plan aims to improve road safety in Rotorua, with a funding commitment of \$1.3 million per annum. The excerpt below (from the long-term plan) shows the current performance related to road safety and the targets the Council want to achieve over the next 10 years.

What you can expect from us

Council will measure its achievements towards the objectives by monitoring the following set of performance measures and targets:

Level of service	How will it be measured? (Measures)	Performance Targets					
		Current performance 2019/20	Data source	2021/22	2022/23	2023/24	2024 to 2031
Safety	The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.	4 fewer fatalities and 12 more serious injuries crashes during the financial year	Accident Database	≤ -1	≤ -1	≤ -1	≤ -1

3.1.2 District Plan

The Rotorua Lakes Council District Plan indicates that the land within the project area owned by Peka Trust is zoned Heavy Industrial (ID2), while the land owned by Reg Stag Timber is zoned Business Innovation (BI2) and includes a local zoning 'Waipa Business Park'.

The relevant District Plan zoning maps applying to the area are included at Appendix A. These include the following:

- Land use zoning;
- Marae map for the area;
- Urban biking map;
- Urban bus route information;
- Road hierarchy;
- Entranceway control area maps, not applicable to the subject site frontages;
- Soft ground: predominant in the stream and river valley areas on both sites;
- Fault lines: predominant across the northern part of both sites and across the SH5/SH30 intersection area; and
- Landslide risk: Some identifiable areas however generally outside the primary development areas indicated.

3.2 State Highway Network Function

Waka Kotahi's One Network Framework (ONF) system for the 2024-27 period was used to define the function of SH5 and SH30. The ONF system is based on place and movement functions.

The Place function is the extent to which a road or street and its adjacent land use is a destination in its own right. It is determined by place-based plans and strategies.

The Movement function relates to the strategic importance of the network for moving people and goods, across all modes, and the scale of movement it intends to accommodate.

The ONF classifies the road network into rural or urban sections (based on land use) and assigns a place function (based on activity and physical form) and a movement function (based on traffic volume) as seen in Figure 3-1.



Figure 3-1: Street categories as per Waka Kotahi's ONF

Waka Kotahi's RAMM database shows that SH5 is classified as an Interregional Connector with a M1 and P5 function. Interregional Connectors are mass movement roads with national strategic importance, these roads are typically surrounded by rural land use and have limited walking facilities.

SH30 is classified as a Rural Connector with a M3 and P5 function. Rural Connectors are mass movement roads with regional strategic importance. Figure 3-2 and Table 3-2 show the network function and associated description for SH5 and SH30.



Figure 3-2: SH5 and SH30 as per Waka Kotahi's ONF

Table 3-2: Rural Street categories for the ONF (source: ONF Pre-population Process Guide)

Rural Street Categories	Description
Interregional Connector	Provides fast and efficient long-distance movement of people and goods, such as motorways.
Rural Connector	Provides links between rural roads and national highways, including feeder roads into towns and roads to significant tourist attractions.
Rural Road	Provides access to rural land for residents and land use activities such as farming, agriculture and forestry.
Peri-Urban Road	Provides access from residential property on the urban fringe, for example larger lot properties and lifestyle blocks.
Stopping Place	Provides gathering places for people in a rural setting. Examples include rural schools, community halls, marae, and sites of scenic interest.

3.3 Safety

3.3.1 Crash Analysis System (CAS)

A search of the Waka Kotahi Crash Analysis System (CAS) was undertaken for the five-year period, between 2017 and 2021, for the road network within the vicinity of the development sites. The search area is shown in Figure 3-5.

The search revealed 26 crashes over the five-year period which included 10 non-injury crashes, 14 minor injury crashes and 2 serious injury crashes. Drilling further that data showed that rear-end / obstruction was the highest cause of crashes (42%), followed by bend – lost control / head-on (31%), and crossing / turning (15%). It is also noted that in 2017 two fatal injury crashes occurred south of the search area along SH5, both fatal injury crashes were a result of head-on collisions.

One of the 26 crashes involved a cyclist on SH30. An eastbound vehicle on SH30 rear-ended two cyclists in dry conditions. The cyclists were part of a group. According to witnesses the cyclists were intentionally struck by a vehicle honking and approaching at speed.



Figure 3-3: 2017-2021 crashes from CAS

Approximately 47% of all crashes in the project area occur at the SH5/SH30 intersection, CAS data showed that 12 of the 17 crashes relate to vehicles turning. These vehicles were either hit while turning or rear-ended while waiting to turn. The search also revealed three crashes on the approach to or at the SH5/Waipā State Mill Road intersection (Figure 3-4), two of these crashes were rear-end and the other was a T-bone collision where a right turning vehicle out of Waipā State Mill Road misjudged the gap and was hit by a car travelling south on SH5.

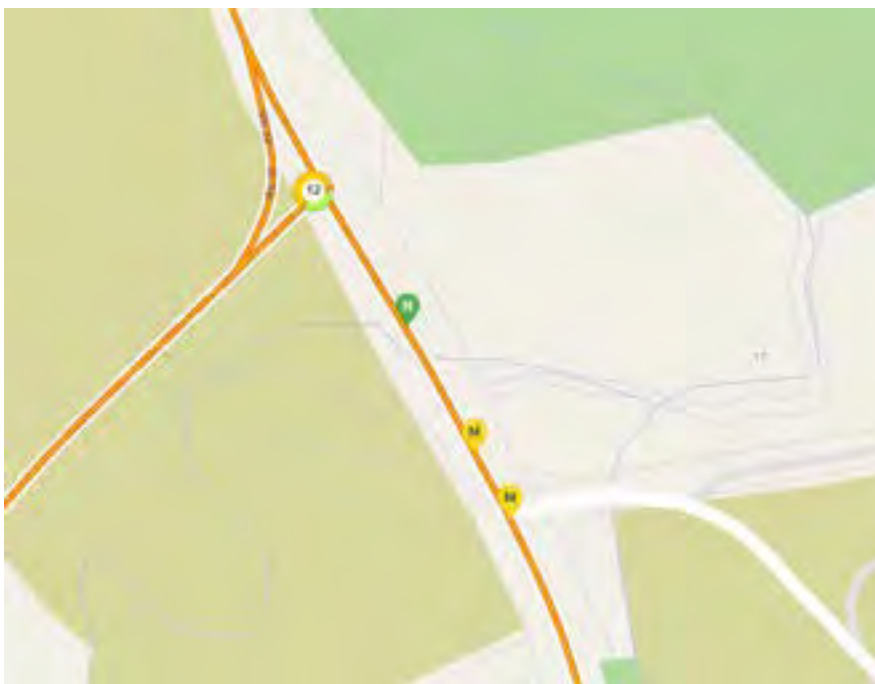


Figure 3-4: 2017-2021 crashes at SH5/SH30 and SH5/Waipā State Mill Road

Of all the 26 crashes over the five-year period, 12 crashes occurred in 2021, clearly indicating an increasing safety concern within the project area. Crashes related to turning manoeuvres within the project area accounted for 80% of all 2021 crashes in line with the profile above.

A search for crashes occurring in 2022 revealed four crashes within the project area, two non-injury and two serious injury crashes. Run of road was the cause of the two serious injury crashes, one each on SH5 and SH30. These crashes, coupled with the two fatal injury crashes in 2017 demonstrate a wider safety concern, suggesting that the road network has not been designed using a safe systems approach.

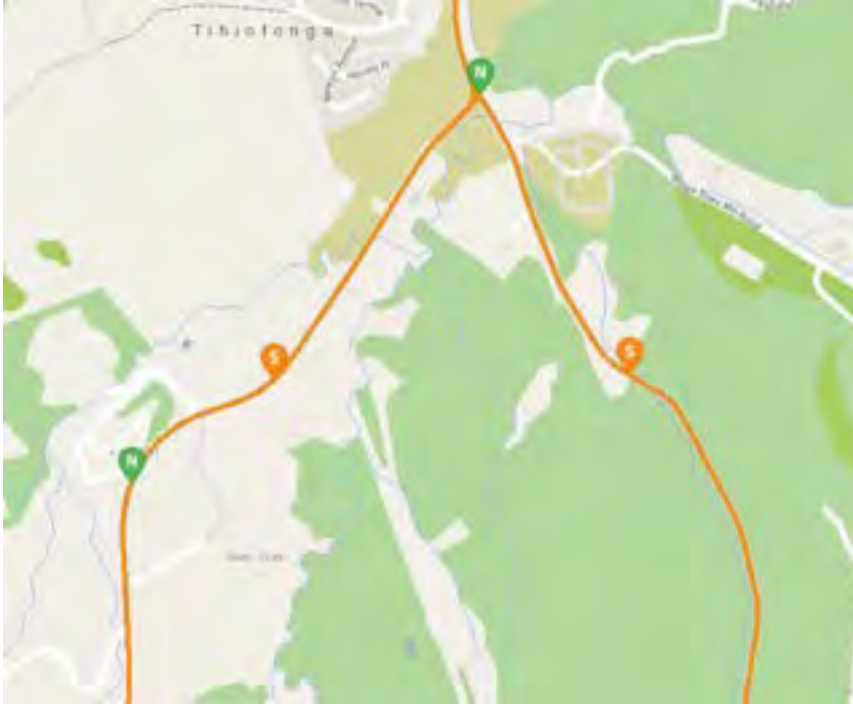


Figure 3-5: 2022 crashes from CAS

3.3.2 Safety Risk

KiwiRAP Road Assessment Program provides information about the safety risk on the state highways using two indicators:

- Collective Risk is a measure of the total number of fatal and serious injury crashes per kilometre over a section of road. Collective Risk can also be described as the crash density. Collective Risk is typically highest on higher volume roads.
- Personal Risk is a measure of the danger to each individual using the state highway being assessed. Unlike Collective Risk, Personal Risk takes into account the traffic volumes on each section of state highway.

Figure 3-6 shows that the collective risk on SH5 is measured as Medium High meaning the DSIs on this road are generally between 1.1 and 1.6 over a five-year period. For the five-year period between 2017-2021 SH5 had an average of 0.8 DSIs, reducing the collective risk to Medium.

SH30 has a lower safety risk, Medium meaning the DSIs on this road are between 0.6 and 1.1 over a five-year period. For the five-year period between 2017-2021 within the search area SH30 had zero DSIs, reducing the collective risk to Low.

Figure 3-7 shows the personal risk SH5 south approach and SH30 is Medium, while the SH5 north approach is Low Medium.

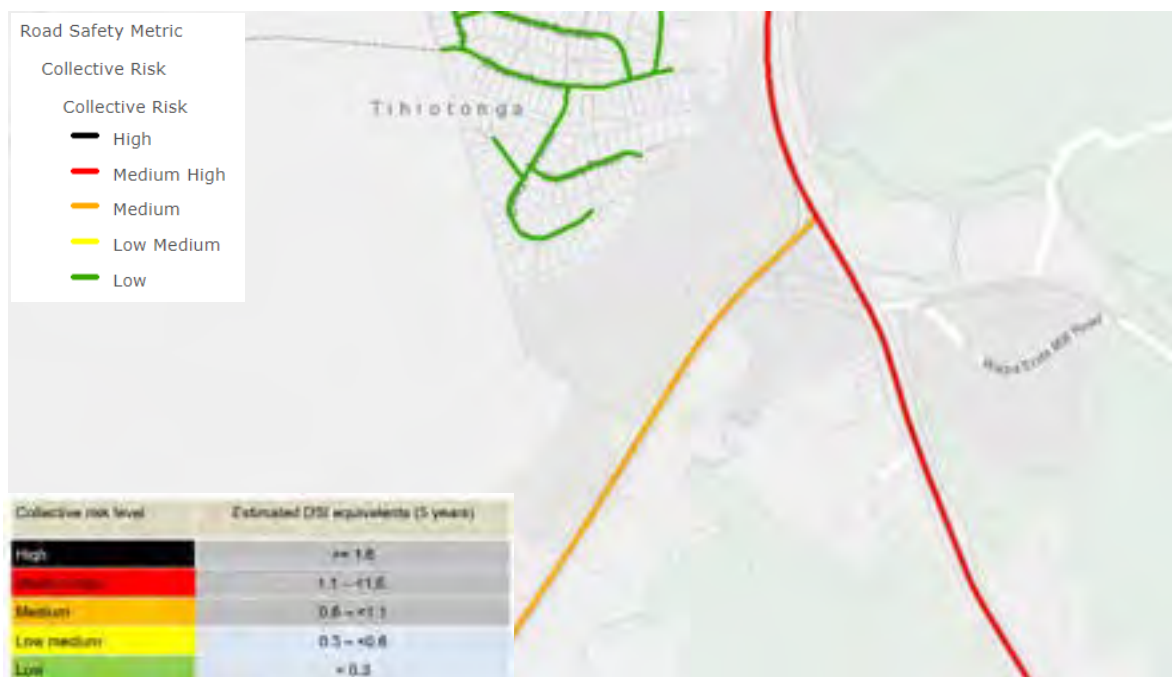


Figure 3-6: SH5 and SH30 Collective Risk (Source: KiwiRAP)

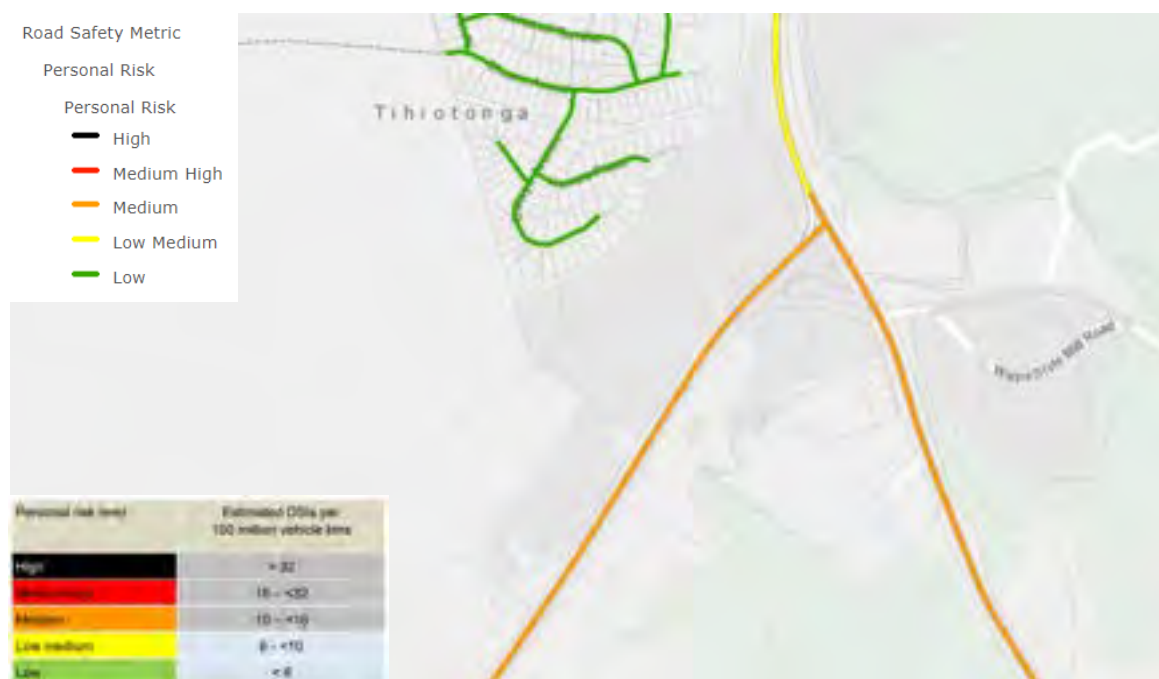


Figure 3-7: SH5 and SH30 Personal Risk

3.4 Traffic

The current traffic volumes along SH5, SH30 and surrounding roads were extracted from Mobile Road. The data on this platform are estimates and show the following:

- SH5, south of SH30: 6,971 ADT (Dec 2020), 11.7% HCVs;
- SH5 north of SH30: 13,281 ADT (Dec 2020), 12.9% HCVs;
- SH30 west of SH5: 3,581 ADT (Dec 2020), 15.3% HCVs;

- Waipa State Mill Road, 2,400 ADT, 20%HCVs (June 2019)

Traffic Surveys

(Insert text)

Traffic Growth

The Annual Average Daily Traffic (AADT) volumes (as at July 2020) have been sourced from Waka Kotahi's Traffic Monitoring System (TMS), Table 3-1 summarises the state highway traffic volumes. From this data, peak hour volumes have been estimated at 10% of the AADT. Traffic count sites are located as follows:

- ID:00500057 WAIPA -Telemetry Site 41 - South of SH30 (North of SH30/ SH5 intersection)
- ID:00500055 795m south of Taupo Rd (South of SH30/ SH5 intersection)
- ID:03000141 155m before Gun Club Rd

Table 3-3: SH5 & SH30 Traffic Volumes (as at July 2020) (Source: Waka Kotahi NZ Transport Agency data resources)

Road Description	2014 AADT (veh/d)	2018 AADT (veh/d)	Peak Hour (veh/h)	% HGV
SH5 ID:00500057 WAIPA -Telemetry Site 41 - South of SH30	7,411	8,943	894	10.8%
SH30/SH5 (Remo Road) ID:00500055 795m South of Taupo Rd	12,671	14,559	1,456	13.4%
SH30 ID:03000141 155m before Gun Club Rd	3,351	3,802	380	22.2%

As seen in Table 3-3, traffic on the SH5 has increased by 21% (about 5% per annum), between 2014 and 2018. On SH30, north of the SH5/SH30 intersection, traffic volumes have increased by 15% (about 4% per annum). On SH30, further south, close to the Gun Club Access Road intersection, traffic has increased by 14% (about 3.5% per annum) during the same time period.

It is important to note that the 2020 data appears lower than those measured at the telemetry sites. Factors affecting the 2020 volumes could include different locations, differing times of the year and also the impacts of Covid-19.

Waipa State Mill Road Traffic Data

Red Stag Timber has supplied further Automatic Number Plate Recognition (ANPR) traffic data for Waipa State Mill Road which has been analysed and summarised as follows:

- The inbound traffic peak hour is between 8:00 – 9:00 am on a typical weekday with 155 vehs/h. The weekday peak periods are typically between 7:00 – 10:00 am and 2:00 – 6:00 pm. The weekend peak hours are lower than the weekdays, peaking on a Saturday at 131vehs/h between 10:00 -11:00 am.
- The outbound traffic peak hour is between 4:00 – 5:00 pm on a typical weekday with 210vehs/h. The peak period is between 1:00 – 7:00 pm. The weekend peak hours are lower than the weekdays, peaking on a Saturday at 108 vehs/h between 1:00 -2:00 pm.
- Overall, when analysing the two-way traffic data, the combined peak period for the road network is assessed to be on a weekday between about 4:00 – 5:00pm.

The data is included in Appendix B.

3.5 Proposed Developments

Two major developments are planned within the project area; on the Peka Trust and Reg Stag Timber landholdings. These developments will access the road network via SH5 and/or SH30. The proposed traffic generation and access arrangements are described in more detail below.

3.5.1 Peka Trust

A history of the site has been provided by Peka Trust and is included in Appendix C. An indicative subdivision arrangement is also shown in Appendix C and D, and is based on early investigations by Peka Trust who have advised the arrangements may change in the future. Therefore, the information is provisional and indicates the following:

- The proposed development area measures approximately 39.8ha. Additionally, Peka Trust owns land to the north and west across to the SH30 corridor frontage;
- The development is planned to comprise industrial, warehousing, manufacturing and contractors yard type activities which are provided for within the current District Plan Industrial 2 zoning;
- The proposed development is intended to be undertaken in stages. Stage 1 is expected to leverage the current access location, with some improvement on SH5 and then subsequent development relying on a new intersection to the south on SH5. Subsequent access points along SH30 will be necessary to support staged development on land fronting that corridor as a result of the gully separating land on each state highway frontage;
- The potential trip generation for some indicative staging of the Peka Trust land has been calculated using Waka Kotahi's Research Report 453 Trips and parking related to land use¹. The potential trips calculated for the development, assuming development to a full potential, are shown in
- Table 3-4;
- Appendix D1 shows a historic SO survey plan (supplied by Red Stag Timber) relating to prior survey planning across the southern corner from SH30 to SH5 and aligning with Waipa State Mill Road. The plan is understood to be historic and not indicating any current or relevant land use. An assessment of the current land ownership in this area indicates the land is with Titles in the names: Takirangi Clarke and Andrew Kusabs, Mita Taupopoki Piripi, and Kura-O-Te-Marama Waaka.

Table 3-4: Peka Trust development expected trip generation

Peka Trust Trip Generation - Proposed													
Stage Description	Stage	Net Developable Site Area (ha)	Proportion of Site Area for Activity Type	Activity Type	Indicative Site Coverage	Indicative Developable Area (m ²)	AM Trip Rate (per 100m ²)	PM Trip Rate (per 100m ²)	Source	Activity Type	AM Trips	PM Trips	
Assessed Current Demand				Contractors Yard and Servicing		1200	6.2	6.2	RR453, Table 7.4		74	74	
Stage 1 - Northern Intersection	1	22.74	70%	Heavy Industrial	50%	79,576	1	1	RR453, Table 7.4	Warehousing	796	796	
			25%	Heavy Industrial	50%	28,420	2.7	2.7	RR453, Table 7.4	Manufacture	767	767	
			5%	Heavy Industrial	50%	5,684	6.2	6.2	RR453, Table 7.4	Contractor	352	352	
Stage 1 Total		22.74				113,680					1,916	1,916	Inclusive of current activity
Stage 2 - Southern Intersection	2	17.07	70%	Heavy Industrial	50%	59,729	1	1	RR453, Table 7.4	Warehousing	597	597	
			25%	Heavy Industrial	50%	21,332	2.7	2.7	RR453, Table 7.4	Manufacture	576	576	
			5%	Heavy Industrial	50%	4,266	6.2	6.2	RR453, Table 7.4	Contractor	265	265	
Stage 2 Total		17.07				85,328					1,438	1,438	
Total Stage 1 and 2 Combined		39.80				199,008					3,353	3,353	

¹ <https://www.nzta.govt.nz/assets/resources/research/reports/453/docs/453.pdf>

3.5.2 Reg Stag Timber

The Reg Stag Timber indicative master planning is shown at Appendix E and some further local knowledge, property and geographic information is shown in Appendix E1. The imagery is provisional and represents some early background and evaluative work undertaken by Red Stag Timber and is subject to change. The concept plans show the following:

- Development could comprise of logging, recreational, accommodation, retail/hospitality, spa, film industry, workshop/office and storage activity types which are provided for within the current District Plan Business Innovation 2 – Waipa Business Park zoning.
- The proposed development is planned around the existing Waipa State Mill Road with a connection at the SH5/Waipa State Mill Road intersection.
- The trip generation for the Red Stag project has been estimated based on Waka Kotahi guidance². The trips calculated for the development are shown in
- Table 3-5.

Table 3-5: Reg Stag development expected trip generation

Red Stag Trip Generation - Current and Future													
Stage Description	Stage	Net Developable Site Area (ha)	Proportion of Site Area for Activity Type	Activity Type	Indicative Site Coverage	Indicative Developable Area (m2)	AM Trip Rate (per 100m²)	PM Trip Rate (per 100m²)	Source	Activity Type / Quantity	AM Trips	PM Trips	Comments
Current Red Stag Timber Industry													Aggregated below
Current MTB Recreation - Typical Weekday													Aggregated below
Total Current Weekday Demand											179	240	85th Percentile sum based on Red Stag supplied ANPR data for Waipa State Mill Road
Forecast Future MTB and Red Stag Activity Demand							1.6	1.6	Based on estimated multiplier Based on assumed multiplier		286	384	Assumptions to be confirmed, RS has indicated 60% increase in trucks and 15% increase in personnel likely.
Indicative Future MTB Event + Red Stag							5	5			895	1,200	Assumptions to be confirmed
Staging to be determined	N/A	-	-	Hotel		6,370	1.2	1.2	RR453, Table 7.4	100	120	120	Red Stag Master Plan
				Motel		2,250	1.4	1.4	RR453, Table 7.4	40	56	56	Red Stag Master Plan
				Backpackers		3,270	0.6	0.6	RR453, Table 7.4	40	24	24	Red Stag Master Plan
				Retail/Hospitality		400	0.5	0.5	RR453, Table 7.4	350	175	175	Seats estimate
				Convenience / Fast food		200	35	52.2	RR453, Table 7.4		70	104	Provisional estimate for AM
				Film Studios - Commercial		4,600	2.5	2.5	RR453, Table 7.4		115	115	Based on office
				Film Support - Commercial		4,600	2.5	2.5	RR453, Table 7.4		115	115	Based on office
				Medium Industry / Offices		5,550	2.5	2.5	RR453, Table 7.4		139	139	Based on office
				Light Industry / Offices		3,620	2.5	2.5	RR453, Table 7.4		91	91	Based on office
		Storage Sheds		3,200	1	1	RR453, Table 7.4		32	32	Based on Warehousing		
Total - Master Plan Only											936	971	
Total - Master Plan + Existing Red Stag											1,115	1,211	
Total - Master Plan + Future Red Stag											1,223	1,355	
Total - Master Plan + Future Red Stag + MTB Event Day Demand											1,831	2,171	

² <https://www.nzta.govt.nz/assets/resources/research/reports/453/docs/453.pdf>

4 Investment Logic

A facilitated investment logic mapping (ILM) workshop was held on 12th May 2021. The workshop was attended by the key stakeholders including the Peka Trust, Red Stag Timber, Waka Kotahi, RotoruaNZ Ltd, and Rotorua Lakes Council. The minutes of the ILM workshop are provided in Appendix F.

4.1 Outcomes

The outcome statements are intended to set high level objectives sought from the investment and were discussed during the workshop. These fundamental outcomes ensure transport problems are solved in a manner that reflects the core access needs of the Peka Trust and Red Stag Timber development lands and will feed into the options assessment. The agreed outcome statements are:

- Unlock land and enable staged development;
- Support local employment, improve welfare and provide financial security; and
- Long term and safe integration with the transport system.

4.2 Problem Statements

Two key problems were identified through the ILM process as follows:

- Access and Efficiency (75% weighting), and
- Safety (25% weighting).

This section of the report provides a high-level overview of the evidence supporting each of these two problem statements.

4.2.1 Problem 1: Access and Efficiency

Current limited access onto SH30 and SH5 constrains how many vehicles can get to or from the Red Stag and Peka Trust sites. This limits the future development potential and long-term economic welfare.

Table 4-1 below shows the cause, effect, and consequence for Problem 1:

Table 4-1: Problem Statement 1 – Cause, Effect and Consequence

Theme	Cause	Effect	Consequence
Access / Efficiency	• Trips generated by the Peka Block and Red Stag developments • Limited capacity on SH5 and SH30 • Competing demand for through movement and access • Limited number of accesses to the two sites • No alternative access points	• Worsening safety leading to worsening DSIs • Worsening efficiency on the state highway • Increased delays • Constrains how many people can get to/from the site	• Increased number of DSIs • Limited ability to support future growth • Increase road user costs • Impact to regional movement of goods and people • Discourages / delays investment • Constrain economic investment

Traffic Demand

Currently, the Reg Stag Timber site generates about 325 vehs/h during the overall peak. Based on the proposed development plans, the Reg Stag Timber site has been assessed as potentially generating a further 1,225 vehs/h during the AM peak and 1,355 vehs/h during the PM peak.

The Peka Trust site is also assessed as having the potential to add 1,916 vehs/hr during the peak hours onto SH5.

This increased demand on SH5 and the Reg Stag Timber access points will impact reliability and increase delays to road users accessing the development if the road environment is retained in its current form. These cumulative effects of worsening traffic congestion and increased severance were identified as potentially leading to a situation where people see it as more desirable to do business elsewhere, impacting the development potential of the land which is already zoned for development activity.

4.2.2 Problem 2: Safety

100kph speeds, poor sightlines, closely spaced intersections, and high traffic volumes means that travel along (and access onto) SH30 and SH5 is unsafe. Future development will further increase the likelihood of death and/or serious injury crashes occurring.

Table 4-2 below shows the cause, effect, and consequence for Problem 2:

Table 4-2: Problem Statement 2 – Cause, Effect and Consequence

Theme	Cause	Effect	Consequence
Safety	- High speeds on SH5 and SH30 - Poor sightlines due to topography - Conflict between through/turning vehicles at give-way intersections - Conflict with different types of users - Lots of accelerating traffic, merging/weaving traffic between Waipa State Mill and SH30 - Small distance between intersections (SH5/30, SH5/Waipā State Mill Road and Caltex/SH5)	Adding more demand/turning traffic increases the safety risk	Result in more DSIs

Lack of controlled safe access points onto SH5

The safety issues associated with accessing the Reg Stag Timber site are well recognised by Waka Kotahi. This is one of the key drivers for progressing this project. Currently road users exiting the Reg Stag Timber site heading north need to cross three lanes of traffic at a Give Way controlled intersection. The high traffic speeds and growing traffic demand on SH5 will increasingly result in drivers accepting smaller critical gaps when turning, adversely impacting the safety risk at this intersection.

Given the planned increase in demand for turning movements at the SH5/Waipā State Mill Road T-intersections, there will be an ongoing (and likely growing) safety risk associated with turning movements.

Intersection and access point geometry

The geometry on the SH5 southbound approach conceals in part the presence of Waipa State Mill Road. This means that vehicles approaching the SH5/Waipā State Mill Road intersection along SH5 from the north have limited time to react to vehicles turning at this intersection leading to rear-ending and turning vehicles being struck by high-speed vehicles.

Additionally, the available sight distance from the SH30 approach to SH5 at the SH5/SH30 is obstructed by tall, thick vegetation which is unsuitable for the current Give-Way control. Vehicles approaching this intersection are not forced to stop. Limited lines of sight, the high speed traffic and growing traffic demand results in a higher than necessary safety risk at this intersection.

Distance between intersections and access points onto SH5

The Waka Kotahi Planning Policy Manual describes that a State Highway with a 100km/h speed limit and a traffic demand over 10,000 vehicles per day should desirably have intersections and access spaced at least 500m apart. Currently, the SH5/SH30 and SH5/ Waipā State Mill Road intersections are spaced 200m. In addition, the SH5/ Waipā State Mill Road and SH5/Caltex accesses are also spaced at 200m apart. These short spacing distances have the potential to contribute to an increased safety risk within this high-speed and complex weaving and turning environment.

These safety concerns have the potential to be exacerbated both by an underlying growth trend on the highways together with the potential for increased development traffic, unless the intersections and points of access are more appropriately managed to align with the land development potential.

4.3 Benefits

The benefits to be achieved by addressing the problems were identified by the stakeholders in the ILM workshop. The benefits identified align with the Benefits Framework outlined by Waka Kotahi and include the following:

Benefit 1: Te Ao Māori

- Unlock Māori and Red Stag Timber land for development;
- Recognition of cultural links to significant places; and
- Supporting future local water quality.

Benefit 2: Improved safety

- Reduced DSIs;
- Improved Infrastructure Risk Rating; and
- Perception of safety (inc. for walking and cycling).

Benefit 3: Access and efficiency

- Improved travel times for people and freight along SH5 and SH30; and
- Reduced delays at intersections.

Benefit 4: Wider economic benefit

- Regional economic development (inc. tourism).

4.4 Investment Objectives

The investment objectives identified for this project are as follows:

Investment Objective 1: Safety

- Even in light of increased demand, reduce the likeliness of a crash occurring along SH30 and SH5 by X% within X years.

Investment Objective 2: Efficiency and Access

- Deliver LOS D along SH30 and SH5 and at key intersections and access points to site for the next 30 years.

Investment Objective 3: Enable staged development

Provide sufficient access to enable all future stages of development.

4.5 Investment Logic Map

The investment logic map developed following the prior considerations is shown in Figure 4-1 below.

Figure 4-1: Investment Logic Map



5 Optioneering

This section summarises the identified options and assessment processes used to identify the preferred way forward. The identification and assessment of options was informed by evidence, professional judgement, and engagement with stakeholders through the workshops.

5.1 Overall Assessment Methodology

The process for assessing the options was:

- Identify a long-list of options covering a range of strategic alternatives that address the problems and the objectives established by the ILM, including definition of a do-minimum. This included further development of sub-options prepared through engagement with stakeholders.
- Undertake a coarse sieve, fatal flaw assessment through a stakeholder workshop to narrow the long list and confirm a short list of options for further assessment.
- Develop a multi-criteria assessment (MCA) framework, consistent with the investment objectives established by the ILM and drawing on Waka Kotahi business case guidance, against which options can be evaluated.
- Hold a Workshop involving key stakeholders to complete the assessment.

5.2 Long List of Options

This section provides a summary of the identification and assessment of the long list. Nine options including the Do minimum were developed and assessed at this stage of the project. Figure 5-1 shows the naming convention used to identify the different intersections and access points within the project area. The long list of options is outlined in Table 5-1 below.

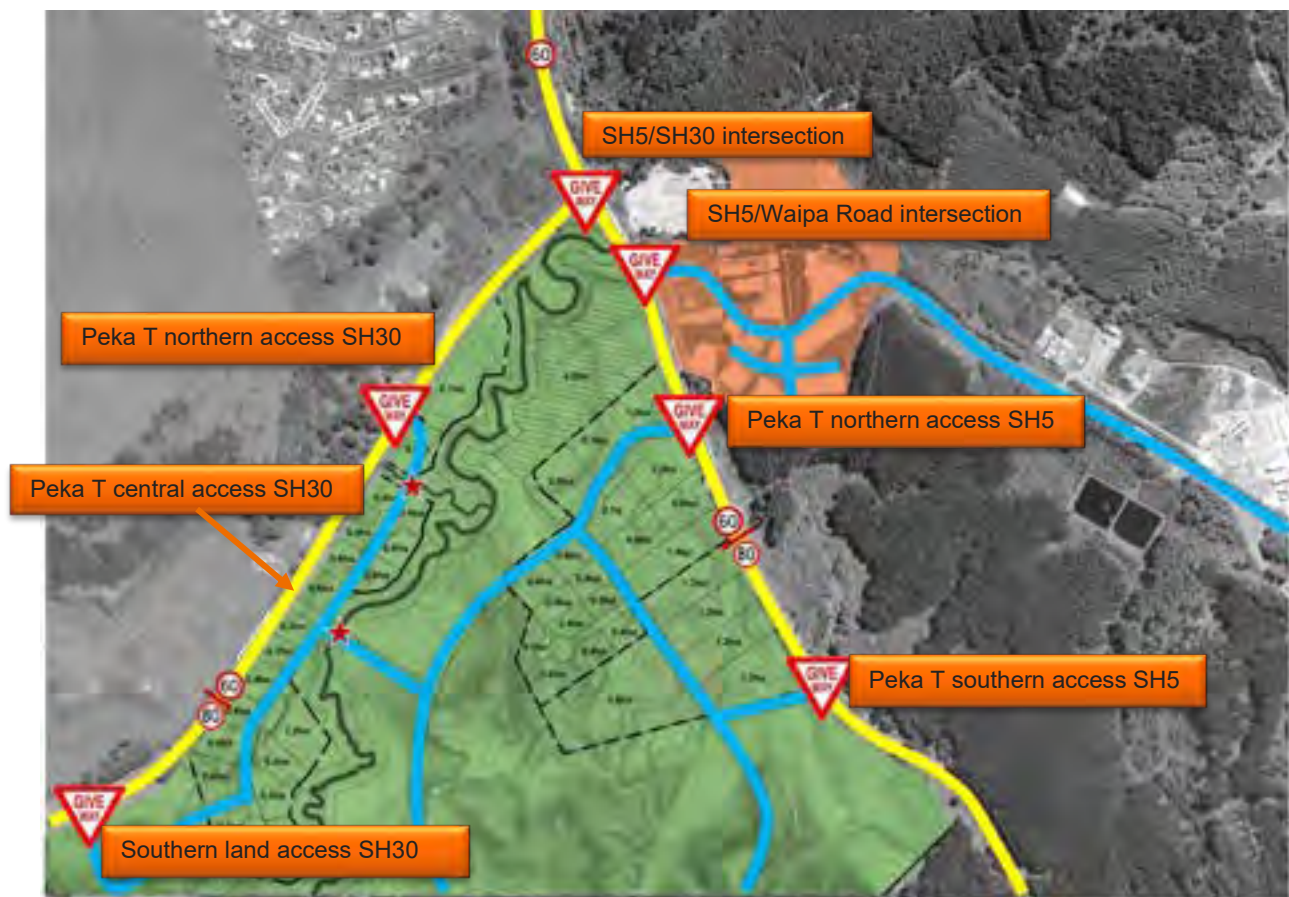


Figure 5-1: Access and intersection reference IDs

Table 5-1: Long List Options

Option	Description	Effect
Do Minimum	- Retention of the existing SH5/SH30 and also the SH5 / Waipa State Mill Road intersections - Three priority-controlled Peka Trust accesses – two on SH5 one on SH30 (northern) and the southern road access (not part of the Peka land holding) on SH30 - Speed limit reduction south of the Peka Trust northern access points - Minor safety improvements	

Option 1	• Realign SH30 to create a new four leg roundabout at the current SH5/Waipa State Mill Road intersection • Two additional stream bridges on the Peka Trust site along the realigned SH30 • Three priority-controlled Peka Trust accesses – two on SH5 and one on SH30 (central) and the southern road access (not part of the Peka land holding) on SH30 • Speed limit reduction south of the Peka Trust northern access on SH5 and central access on SH30	
Option 2	• Realign Waipa State Mill Road to create a new four leg roundabout with the current SH5/SH30 intersection • Upgrades to existing bridge on Reg Stag site • Speed limit reduction zone increased to south of the Peka Trust southern access points • Three priority-controlled Peka Trust accesses – two on SH5, one on SH30 (central) and the southern road access (not part of the Peka land holding) on SH30	

Option 3	• Roundabouts at the Peka Trust northern access on SH5 and central access on SH30 • Realign Waipa State Mill Road to create a new four leg roundabout at Peka Trust SH5 northern access • New bridge on Reg Stage site • Speed limit reduction zone increased to south of the Peka Trust southern access points • Convert current SH5/SH30 intersection to a roundabout • One priority-controlled intersection at the southern road access (not part of the Peka land holding)	
Option 3a	• Two left in left out intersections, one at the Peka Trust southern accesses on SH5 and one on the southern road access (not part of the Peka land holding) SH30 • Roundabouts at the Peka Trust northern access on SH5 and central access on SH30 • Realign Waipa State Mill Road to create a new four leg roundabout at Peka Trust SH5 northern access • New bridge on Reg Stage site • Speed limit reduction zone increased to south of the Peka Trust southern access points • Convert current SH5/SH30 intersection to a roundabout	

	Two priority-controlled intersections, one at the Peka Trust southern access on SH5 and one at the southern road access (not part of the Peka land holding) on SH30	
Option 4	- Convert current SH5/Waipā State Mill Road intersection to a roundabout - Solid median between SH5/SH30 roundabout and SH5/Waipā State Mill Road roundabout - Two roundabouts, one at the Peka Trust southern access on SH5 and one at the southern road access (not part of the Peka land holding) on SH30 - Left in left out intersections at Peka Trust SH5 northern access and SH30 central access - Speed limit reduction zone increased to south of the Peka Trust southern access points - Convert current SH5/SH30 intersection to a roundabout	

Option 5	• Roundabouts at Peka Trust SH5 southern access and Peka Trust SH30 central access • Left in left out intersection at Peka Trust SH5 northern access • Priority-controlled intersection at the southern road access (not part of the Peka land holding) on SH30 • Convert current SH5/Waipā State Mill Road intersection to a roundabout • Solid median between SH5/SH30 roundabout and SH5/Waipā State Mill Road roundabout • Speed limit reduction zone increased to south of the Peka Trust southern access points • Convert current SH5/SH30 intersection to a roundabout	
Option 5a	• Realign Waipā State Mill Road to create a new four leg roundabout with the current SH5/SH30 intersection • Roundabout at Peka Trust SH5 southern access and Peka Trust SH30 central access • Left in left out intersection at Peka Trust SH5 northern access • Priority-controlled intersection at the southern road access (not part of the Peka land holding) on SH30 • Speed limit reduction zone increased to south of the Peka Trust southern access points	

Option 6

- Roundabout at Peka Trust SH5 southern access
- Two roundabouts on SH30, one at the Peka Trust SH30 central access and one at the southern road access (not part of the Peka land holding) on SH30
- Left in left out intersection at Peka Trust SH5 northern access
- Convert current SH5/Waipapa State Mill Road intersection to a roundabout
- Solid median between SH5/SH30 roundabout and SH5/Waipapa State Mill Road roundabout
- Speed limit reduction zone increased to south of the Peka Trust southern access points
- Convert current SH5/SH30 intersection to a roundabout



5.2.1 Long List Assessment Approach

The Waka Kotahi Early Assessment Sifting Tool (EAST) was used to undertake an initial 'coarse screening' of the long list of options.

Purpose of EAST

EAST is designed to quickly and robustly rule out options which are non-starters, allowing for a more manageable subsequent MCA exercise. In many cases, only high-level information is available at the early stages. EAST is designed so that it can be applied without having to obtain detailed evidence, but with input from subject matter experts.

During the workshop each subject matter expert provided their specialist judgement to assess the long list of options to determine which options proceed to the short list stage of the assessment. The key and critical fatal flaw criteria included:

- Un-owned stakeholder land;
- Highly complex environmental matters, in particular stormwater and stream environment works;
- High cost option compared with alternatives and including multiple bridge structures, multiple roundabout formations and / or extensive earthworks and/or significant lengths of local roading to be formed;
- Unacceptable outcomes from a commercial land development planning perspective, adversely affecting the efficient utilisation and/or application of development land holdings;
- Unnecessary destruction of recent investment such as within the BMX track area including its recently established bridge, track and building structures;
- The potential for alternative land use to give rise to land ownership / divestment factors; and
- Unidentifiable benefit when compared with other more well-formed and comparable options.

5.2.2 Results and Discussion

The long list assessment identified four options to be taken forward. The short-listed options include the do minimum and options 3a, 5 and 5a. The key rationale for the discounting the five other options are presented below:

Option 1

- This option was discounted due to land requirements within the Peka Trust property to enable realignment of SH30. The realignment would also trigger two additional stream bridges which is a considerable environmental concern. The cost of the property acquisition and two additional bridges results in a very expensive option that does not provide the outcomes sought by the project.
- In addition, this option introduces multiple give-way intersections on a high-speed State Highway corridor, creating a safety and efficiency concern for Peka Trust.

Option 2

- Option 2 was discounted on the basis that it decreases the amenity value of the area by destroying the established BMX bike park and associated infrastructure including a recently established bridged access. Additionally, this option would require bridge widening, complex construction due to the elevation of SH30 and may be subject to an emerging land ownership issue.
- In addition, this option introduces multiple give-way intersections on a high-speed State Highway corridor, creating a safety and efficiency concern for Peka Trust.

Option 3



- Option 3 was discounted on the basis that Option 3a provided an equivalent or a better outcome due to the safer access points at the Peka Trust site created by the roundabouts and the left in – left out access intersections.
- This option also required the reconfiguration of the Reg Stag Timber masterplan recently formed road layout and an additional stream bridge.

Option 4 and Option 6

- During the assessment Option 4, 5 and 6 were seen in a very similar light by the workshop attendees based on placement of access and alignment of the state highways. The stakeholders decided that at least one of these options should be carried forward into the short list options assessment.
- Option 4 was discounted due to the property acquisition requirements at the SH30 southern road access location for it to enable access to the Peka Trust land.
- Option 6 was discounted due to the number of roundabouts required, which would likely impact travel times along the state highways, as well as be very expensive to fund.

5.3 Short List Options Assessment

This section provides a summary of the scoring of the short listed options including the do-minimum, options 3a, 5 and 5a in relation to the investment objectives, critical success factors and opportunity and impacts considerations.

5.3.1 Assessment approach

A MCA approach was used to compare the different short list of options to help inform decision making.

Purpose of MCA

MCA is a tool used to evaluate options against a range of criteria using qualitative and quantitative information. This tool is used to ensure a systematic assessment approach. It is important to recognise that the MCA is a tool that aids in decision making and should be considered as one in a range of inputs that decision makers use.

Assessment Criteria

A set of eleven assessment criteria were agreed by key stakeholders. The criteria included the investment objectives, critical success factors and opportunities and impacts categories. Weightings were applied to each criteria to reflect their relative importance. All options were scored against individual criteria, resulting in an overall score and ranking for each option.

Table 5-2: MCA Criteria

Theme	Weightings	Criteria	Assessment considerations
Investment Objectives	50%	Safety	• Reduce DSIs • Delivering a Safe System (i.e.: roundabouts or other safe system intersection form)
		Efficiency and Access	• Provide additional capacity for development • Efficiency of the state highway and travel times • Number of accesses to Peka site from SH5 and SH30 to improve connectivity
		Enabling Staged Development	• Ease of staging
Critical Success Factors	25%	Technical difficulty	• How achievable is this option
		Potential affordability	• Cost

Theme	Weightings	Criteria	Assessment considerations
Opportunities and Impacts	25%	Consentability	Land Acquisitions
		Environmental effects / constraints	Environmental effects include ecology, water quality, stormwater, noise and vibration, visual impact, urban design, natural hazards, contaminated land, landscape, heritage (including archaeology), biodiversity, resource efficiency and air quality.
		Social and cultural impacts	Social or cultural impacts include human health, impacts on community in relation to jobs, recreation, services and severance, impacts on farming and business operations.
		Rat Running	Access configuration delays causing vehicles to rat run
		Climate change adaption	Extent to which the alternative or option exposed to climate change risk or other natural hazards over time
		Effects on Te Ao Māori	- Respect for water - Energy - Use of materials

Options were compared relative to the 'Do-Minimum' option which was scored as zero to enable comparison of incremental benefits from options compared to a least-cost approach. The scoring for each criterion was based on a +3 to -3 scale, with +3 indicating significant benefits and -3 indicating significant disbenefits compared with the Do-Minimum.

5.3.2 Results and Discussion

The MCA scores are shown in Table 5-3 and Table 5-4. Below is a summary of key findings and differentiators:

- Overall, all three options scored well against the investment objectives since all options adequately address safety, access opportunities and efficiency to developments, connectivity, and ability to be staged.
- Efficiency along the State Highways was the only investment objective to receive a negative score since more roundabouts were assessed as resulting in an increased travel time along the state high corridors, impacting efficiency.

Option 5 was the best scoring option. It scored similar to options 3a and 5a under the Investment Objectives and Opportunities and Impacts criteria. Therefore, the key differentiator between options was the Critical Success Factors criteria, Option 5 outperformed the other options when assessed against this criteria, below is a detailed breakdown and rationale for the scores awarded to this category:

- Technical difficulty - Option 5a scored the lowest due to the engineering complexity associated with the realignment of the Reg Stag access and the work associated with the additional bridge work. Option 5 scored neutral due to Waipa State Mill Road not requiring realignment.
- Cost - Option 5a scored the lowest due the cost associated with the realignment of the Reg Stag access, the additional bridge work and land acquisition of the BMX bike park infrastructure. Although Option 5 scored in the negative due to the cost associated with the roundabout. This option would cost the least as it does not require any bridging or significant local road realignment including complex earthworks through the BMX bike park area leading up to the SH30 intersection.
- Consentability – Options 3a and 5a both scored the lowest due the impacts on the environment as a result of a new stream bridge over the Reg Stag Timber wetland and the impact to the BMX bike park infrastructure, and the potential for land ownership dispute respectively. Option 5 scored neutral due to

Waipa State Mill Road not requiring realignment or further bridging, making it simpler for this option to be consented.

Table 5-3: MCA Short List Scores

	Investment Objectives						Critical Success Factors			Opportunities and Impacts					
	50%						25%			25%					
	25%	20%	10%	10%	20%	15%	33%	33%	33%	30%	15%	15%	15%	5%	20%
Baseline Weightings	12.5%	10.0%	5.0%	5.0%	10.0%	7.5%	8.3%	8.3%	8.3%	7.5%	3.8%	3.8%	3.8%	1.3%	5.0%
Option	Investment Objectives						Critical Success Factors			Opportunities and Impacts					
	Safety	Efficiency		Access	Connectivity	Enabling staged development	Technical difficulty	Cost impact	Consentability	Environmental	Social	Cultural Impacts	Rat running	Climate change adaption*	Effects on Te Ao Māori
		Along SH5, SH30	In/out of Red Stag												
Do Minimum	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3a	3	-1	2	2	3	2	-2	-2	-3	-3	3	-1	0	-1	3
5	2	-2	2	3	3	2	0	-1	0	-1	3	0	0	-2	3
5a	3	-1	3	3	3	3	-3	-3	-3	-3	3	-1	0	-1	3

Table 5-4: MCA summary scores

Option	Weighted score	Rank
3a	0.33	3
5	0.83	1
5a	0.34	2

5.4 Preferred Option

The outcome of the options assessment process showed Option 5 as the technically preferred option. This option will provide the sought-after project outcomes, creating a safe road network that will attract development and growth to the area while improving safety for road users. Interventions required under Option 5 are as follows:

- Convert current SH5/SH30 intersection to a roundabout or other appropriate safe system intersection form.
- Roundabouts (or other appropriately determined safe intersection form) at Peka Trust SH5 southern access and Peka Trust SH30 central access;
- Left in left out intersection at Peka Trust SH5 northern access;
- Priority-controlled intersection at the southern road (non-Peka Trust land) SH30 southern access;
- Convert current SH5/Waipā State Mill Road intersection to a roundabout or other appropriately determined safe intersection form;
- Solid median between SH5/SH30 and SH5/Waipā State Mill Road intersections; and
- Speed limit reduction zone increased to south of the Peka Trust southern access point.

Whether roundabouts or alternate intersection types are preferable will require further investigation including intersection modelling. Early and provisional intersection modelling assessments have confirmed the viability and practical separation arrangements for the intersections as proposed in Option 5. More detailed traffic surveys of current demands at intersections and points of access were delayed and were continuing to be advanced at the time of this assessment and will confirm the viability of and/or preference of alternative intersection arrangements. These however were determined not to be a fundamental factor in the long-term strategic structure identified in the Option 5 preference.

It was also assessed that the Option 5 long-term strategic arrangement could be effectively and efficiently staged to support incremental and financially viable land development. The following interventions were identified as potentially comprising part of the early stages of land development:

Early Staging

- Speed limit reduction zone on SH5 increased to south of the Peka Trust southern access points;
- Left in - left out intersection at Peka Trust SH5 northern access;
- Road side edge safety improvements and solid median on SH5 between SH5/SH30 intersection and Waipa State Mill Road and also between Waipa State Mill Road and the Peka Trust left in-left out; and
- Localised safety improvements at SH5/Waipa State Mill Road intersection.

Medium Term Staging

- Roundabout or other appropriate safe system intersection form at Peka Trust SH5 southern access; and
- Solid median on SH5 between Peka Trust northern access and the southern intersection.

Medium to Longer Term Staging

- Roundabout or other appropriate safe system intersection form at SH5/Waipa State Mill Road intersection;
- Roundabout or other appropriate safe system intersection form at SH5/SH30 intersection; and
- Peka Trust SH30 central access roundabout.

6 Next Steps

The next steps were discussed and described at the MCA workshop as comprising the following:

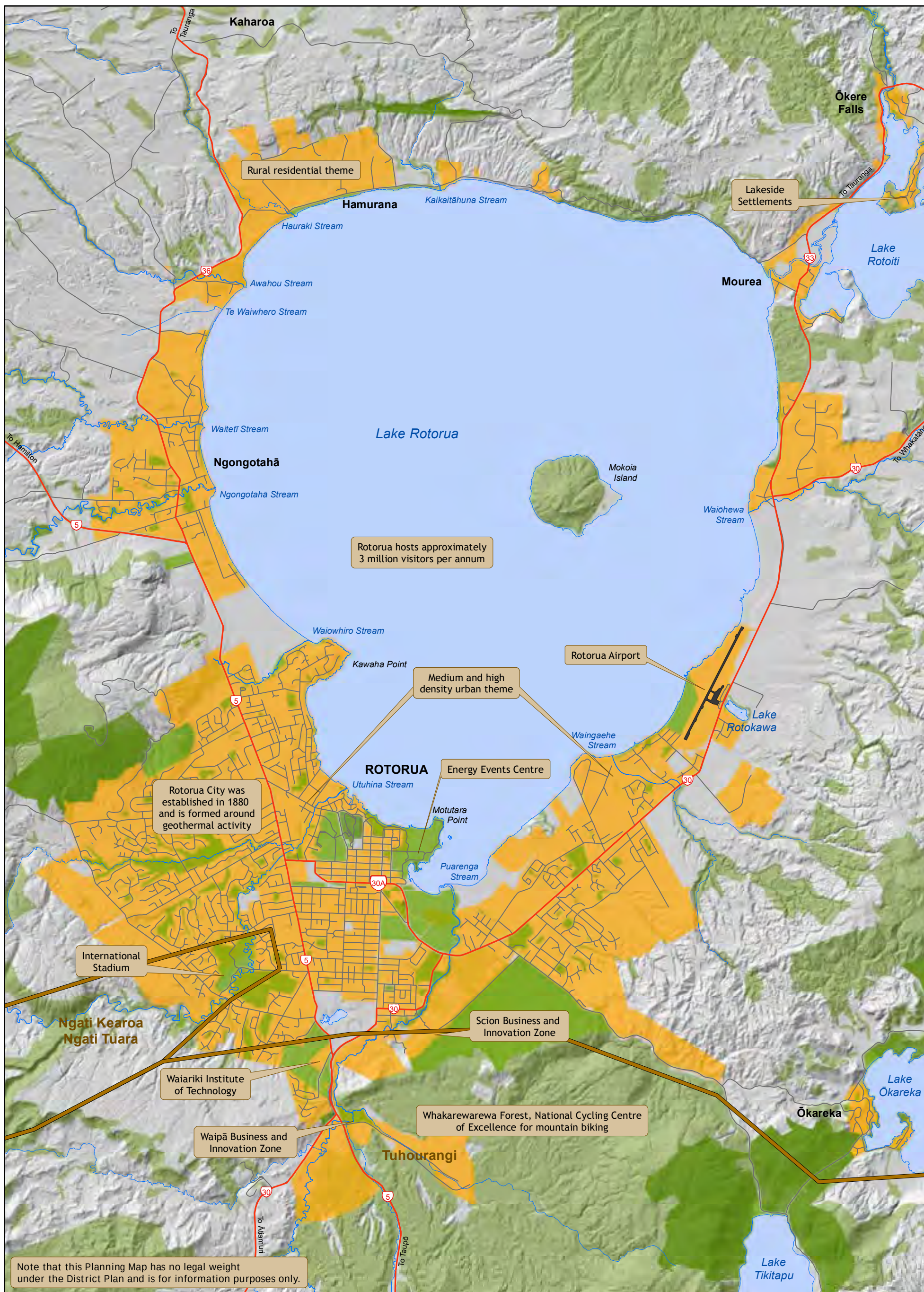
- A Draft report to be provided to RotoruaNZ and circulated for comment and feedback;
- The Draft report to be finalised and issued to RotoruaNZ for confirmation with stakeholders as establishing a preferred solution;
- RotoruaNZ to engage with Rotorua Lakes Council on next steps for planning, funding and implementation. This is expected to involve engagement with stakeholders and evaluation of appropriate funding mechanisms to determine the appropriate forward pathway from this point.

Divider title

We design with community in mind



Appendix A District Plan Maps



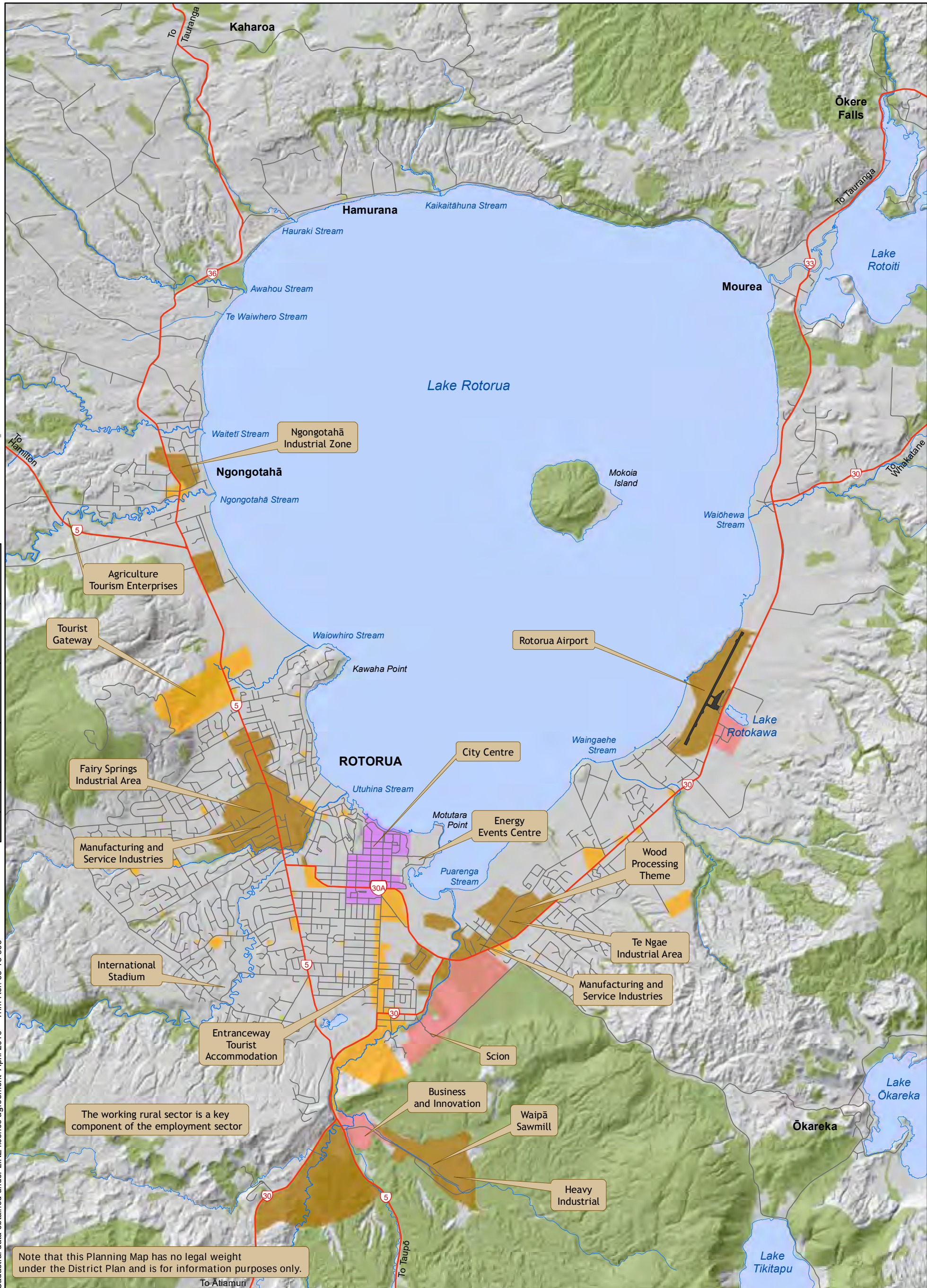
Cadastral data obtained under LINZ licence agreement April 2016 Trim Ref: 65-15-865

- Roads
- Streams
- State Highways
- Lakes
- Runway
- Urban Areas
- District Reserves
- Forest - Indigenous or Exotic
- Te Arawa River Iwi Trust Joint Management Area



District Plan

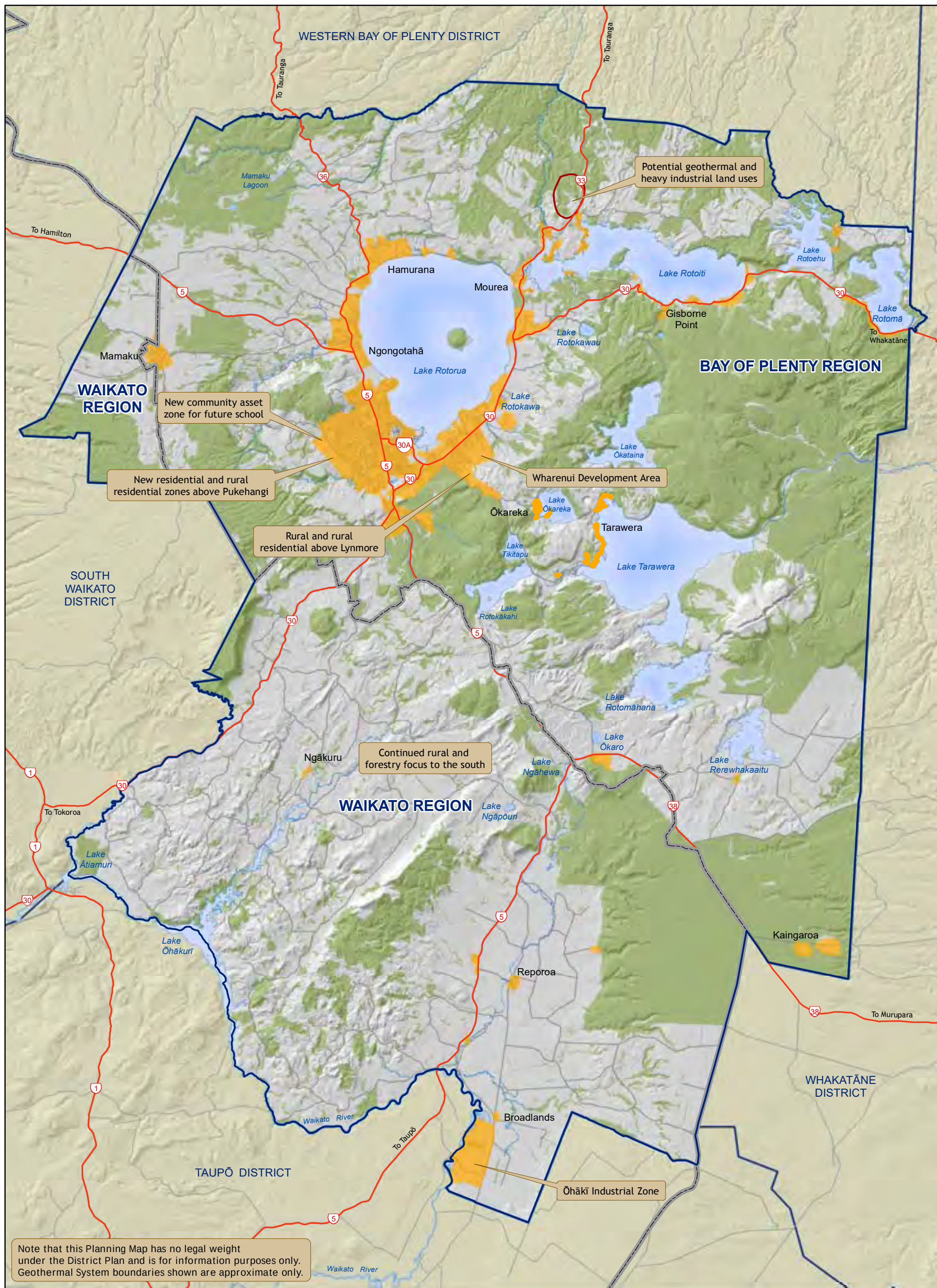
Strategic Overview - 101



District Plan

102 - Employment Sectors

City Centre		Lakes		Roads	
Business and Innovation		Industrial		Streams	
Forest - Indigenous or Exotic		Commercial		State Highways	



- | | | |
|---------------------|-------------------------------|---------------------|
| Rivers | Lakes | Geothermal System |
| State Highways | Urban/Commercial Areas | Regional Boundaries |
| District Boundaries | Forest - Indigenous or Exotic | |



District Plan

Future Growth - 103

MAP BOOK INTRODUCTION

This map book contains all of the zone maps for the Rotorua district. A planning map is provided for each area of the district.

MAP BOOK LAYOUT

This map book is made up of four series of maps:

- 1. Strategic series (100 number range) cover a range of future growth and strategic direction types of maps (information only).
- 2. Special Interest series (200 number range) are at various scales depending on their content.
- 3. Urban series (300 number range) are at a scale of 1:5,000.
- 4. Rural series (500 number range) are at a scale of 1:10,000 (501 – 526) and 1:50,000 (531 – 547).

In addition there are a set of sheet index maps (for the Urban and Rural series), a guide to reading and interpreting the maps, a full map series legend and a street index. These are all in the following pages.

SERIES LAYOUT

The Strategic Map series (100 numbers) identify the strategic direction outlined in the District Plan. The maps cover zoning and infrastructure, employment sectors, urban living, economic drivers and future growth areas. These have no legal weight and are provided for information purposes only.

The Special Interest series (200 numbers) present consolidated information at both a district-wide and urban area level. The left facing map usually shows the information at a district scale, with the right facing map showing the information at a higher resolution within the urban area. The series covers the Central Business District, major roading projects, Marae, esplanade reserves, roading hierarchy, water quality and a range of natural hazards.

The Urban and Rural series (300 and 500 numbered pages) are also arranged in pairs of facing pages. Each pair covers the same geographical area and has the same sheet number in the bottom left and bottom right corner. The right facing page shows zoning.

The left facing maps show specific features with possible planning implications such as the location of designated public works, important landscape features, significant natural areas, heritage sites and notable trees. If applicable, these features are shown with a reference number that corresponds to features in one of appendices to the District Plan text.

Each map includes a legend containing only the information displayed on that map. In all cases the maps are orientated with the top of the page representing North. Where a 500 series map overlaps a 300 series, refer to the 300 map as the 500 map has had all labelling and references removed. Reference to adjoining sheets is included along all 4 edges of the maps (e.g. 'See Map 537').

ROADS

Roads in the district are shaded grey to assist map users with orientation and ease of use. Roads on the left facing maps include both legal and physical representation and shows private and public roads. The right facing maps only show the public roads which are designated as per Appendix 6 with the underlying zoning of the roads being dependent on the adjacent zone. On the right facing maps, urban roads are defined by legal boundaries, whilst rural roads are defined by the designation boundary.

HAZARDS

Hazards are included on both the Special series and Rural 1:50,000 series maps but are not shown on the Urban 1:5,000 (excluding the fault avoidance zone) or 1:10,000 scale maps, whilst the geothermal features are included in Council's Geographical Information System, Geyserview. These are a signal for people to make further assessment if an activity that they are proposing is in the vicinity of a hazard. The natural hazards shown on the planning maps provide an indication to which areas will be affected by the natural hazards planning provisions in the zone chapters and are not a reflection of the actual risk associated with the natural hazard. Applicants for resource consent will be required to identify relevant hazards in their locality. The information provided in the maps should be used as a guide.

DATA

Data for these maps are current at time of publication and has been compiled from the following sources:

Data	Source	Spatial Accuracy	Source Date
Streams	1:1,000 & 1:2,000 imagery	+/- 2 metres	February 2001
Flood Levels	Orthophotography Digital Elevation Model	+/- 2 metres	March 2006
Parcel Boundaries	Land Information New Zealand (LINZ)	Between 0.2 and 20 metres	April 2016
Physical Water Bodies	1:1,000 & 1:2,000 imagery	+/- 2 metres	February 2001
Physical Roads representation	1:1,000 & 1:2,000 imagery	+/- 2 metres	March 2011
Marae	Various	Parcel boundary accuracy	August 2014
Significant Features	Various	Between 2.5 and 100 metres	August 2014
Archaeological Sites	ArchSite – New Zealand Archaeological Association	Between 2.5 and 100 metres	May 2010
Height Restricting Boundary for Marae	Various	Parcel boundary accuracy	August 2014
Designations	Various	Parcel boundary accuracy	August 2014
Transmission Lines	Transpower	+/- 10 metres	October 2014
Development Areas	Rotorua District Council	Parcel boundary accuracy	Various
Airport Noise Contours	Marshall Day Acoustics	Parcel boundary accuracy	2010
Gas Transmission Pipeline Corridor	Vector Gas Limited	+/- 10 metres	October 2010
Caldera Rim	Boffa Miskell	Refer BML Report T11077	October 2012
Natural Hazards	Institute of Geological and Nuclear Sciences	Refer IGNS Report 2010/82	Various
Fault Avoidance Zones (source fault)	Institute of Geological and Nuclear Sciences	Source fault between 3 and 210 metres	July 2010
Significant Natural Areas	Wildland Consultants	Between 2 and 50 metres	April 2016
Outstanding Natural Features and Landscapes	Boffa Miskell	Between 2 and 50 metres	April 2016

Care is needed when interpreting these features, especially when overlaid upon each other. Of particular note is the potential difference between the legal and physical representation of water bodies (being lakes and streams) caused by natural or a human process since the land was surveyed.

The maps are projected in New Zealand Transverse Mercator 2000 (NZTM2000), which is based on the New Zealand Geodetic Datum 2000 (NZGD2000) using the Geodetic Reference System 1980 (GRA80) reference ellipsoid. Heights are referenced to Moturiki Vertical Datum 1953.

Left Facing Map



The left facing map has possible planning implications for your property. These include such things as a designation, rules pertaining to height restrictions around marae or the presence of important environmental features.

Important Landscapes are illustrated with an orange border and hatching (Appendix 2).

Streams and lakes are illustrated with both the physical (blue) and legal (grey) boundary shown.

Designations are illustrated with a red hatch and red outline and reference number (Appendix 3).

Features that are named and/or numbered can be found in the District Plan Appendices.

Streets are named and numbered (with every address that is a multiple of 10).

Roads on the left facing maps include both a legal and physical representation. They are shaded grey and do not necessarily confer legal access.

Physical water bodies are shown in blue.

Significant Natural Areas are symbolised with a green hatch (Appendix 2).

Height restricting boundary for Marae (Appendix 1).

The right hand facing map indicates which zone your property is located in. Each map also displays a legend that is relevant to the map contents. An example right facing legend is shown below. The complete map series legend is on the facing page.

There is a scale bar in the margin of each map sheet. The units will be either metres or kilometres depending on the map series.

Each sheet has a reference to the Cadastral data and its date of issue. There is also a reference number for the document. In addition all sheets are orientated with North up the page.

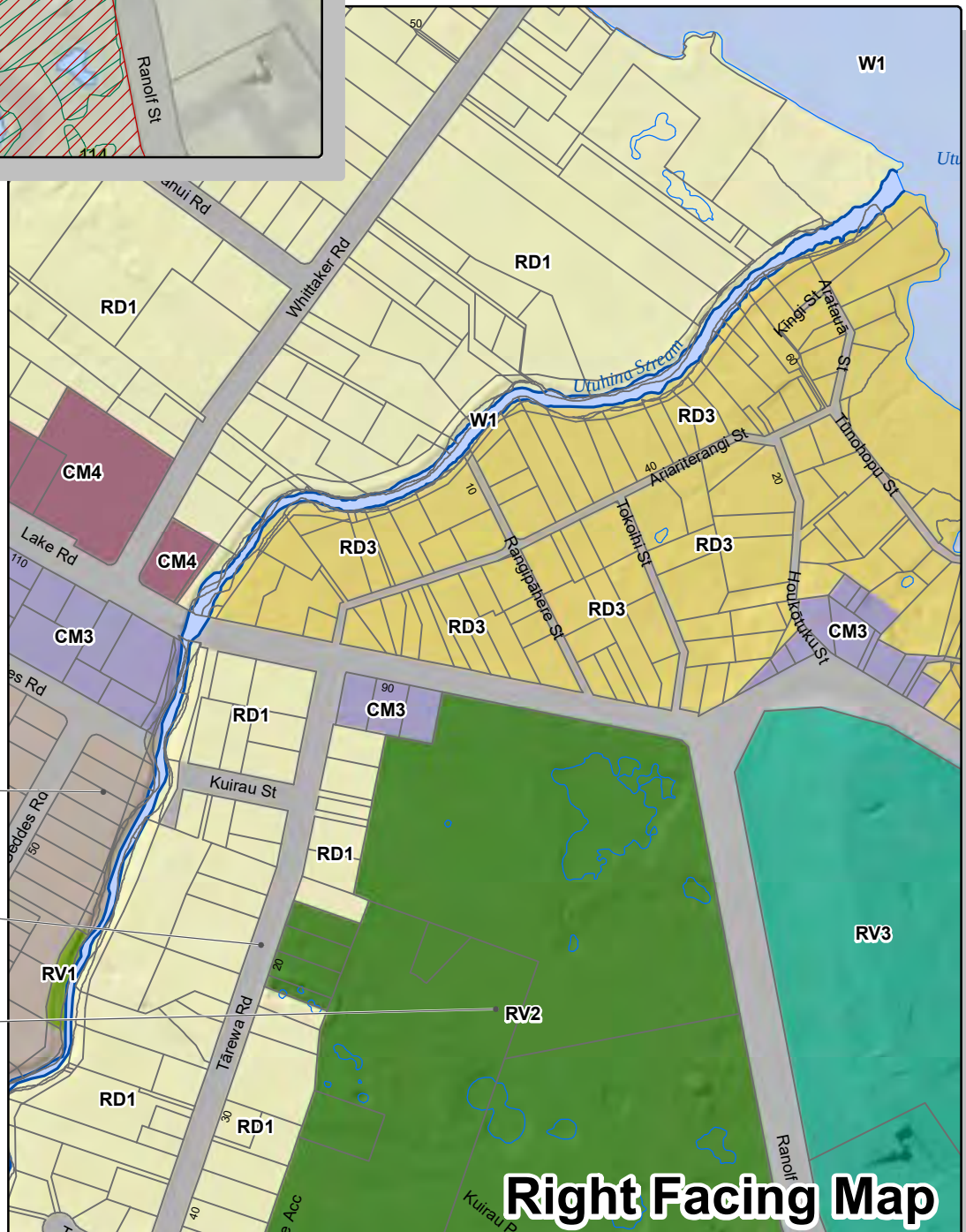
The grey lines are the legal boundaries of parcels. They do not include all boundaries, such as cross leases, easements and Right of Ways.

Urban roads on the right facing maps are defined by legal boundaries whilst rural roads are defined by the designation boundary and both are shaded grey.

Zoning is indicated by colour and labelling (Parts 4 - 10 of the District Plan).

Legend relevant to the map

Industrial 1	Reserve 1	Water 1
Commercial 3	Reserve 2	Residential 1
Commercial 4	Reserve 3	Residential 3



Right Facing Map

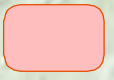
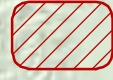
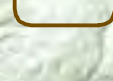


Zones

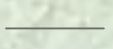
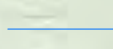
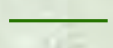
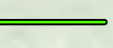
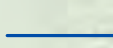
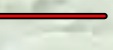
BI1	Business and Innovation 1 (Scion)	CM6	Commercial 6 (Southern Edge Commercial Centre)	RD2	Residential 2 (Medium Density Living)
BI2	Business and Innovation 2 (Waipā)	ID1	Industrial 1 (Light Industrial)	RD3	Residential 3 (Whakarewarewa, Ōhinemutu Village and Ngāpuna)
BI3	Business and Innovation 3 (Eastgate)	ID1E	Industrial 1E (City Entranceway Mixed Use)	RD4	Residential 4 (Lakeside Settlements)
CC1	City Centre 1 (Mid City)	ID2	Industrial 2 (Heavy Industrial)	RD5	Residential 5 (Residential Lifestyle - Wharenui Road Area)
CC2	City Centre 2 (Southern City)	RV1	Reserve 1 (Conservation Reserve)	RR1	Rural 1 (Working Rural)
CC3	City Centre 3 (Northern Edge)	RV2	Reserve 2 (Destination Reserve)	RR2	Rural 2 (Rural Lifestyle)
CM1	Commercial 1 (Ngongotahā Centre)	RV3	Reserve 3 (Community Asset Reserve)	FRR2	Future Rural 2 (Future Rural Lifestyle)
CM2	Commercial 2 (Compact Commercial Centres)	FRV3	Future Reserve 3 (Future Community Asset Reserve)	RR3	Rural 3 (Rural Village)
CM3	Commercial 3 (Neighbourhood Centres)	RD1	Residential 1 (Low Density Living)	T	Transitional (Transitional Industrial 1)
CM4	Commercial 4 (City Entranceway Accommodation)	FRD1	Future Residential 1 (Future Residential Living)	W1	Water 1 (Water)
CM5	Commercial 5 (City Entranceway Tourism)				

Note: The representation of designated legal and physical roads are shown on the maps in grey.

Extents

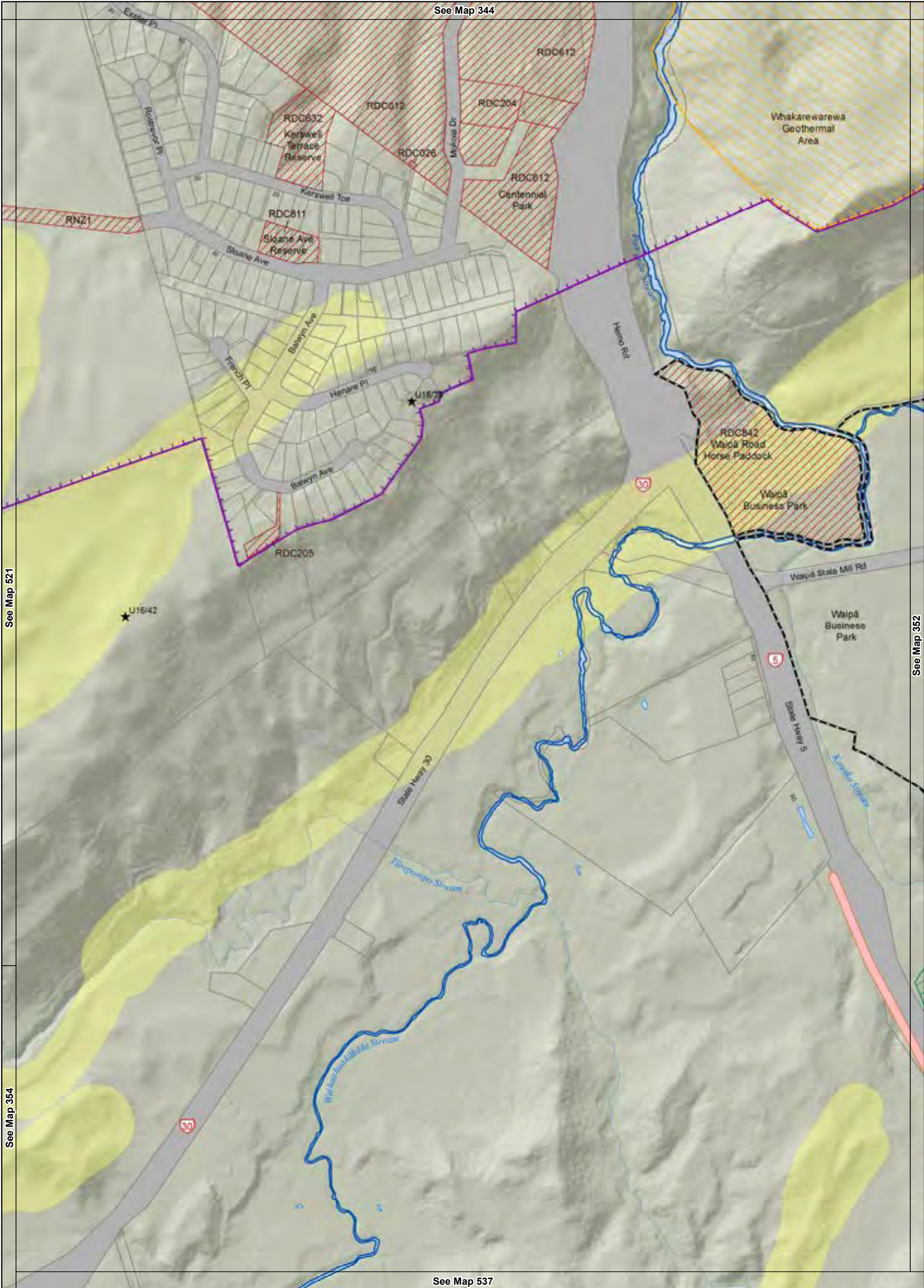
	Marae		Gas Transmission Pipeline Corridor		Caldera Rim
	Designations		Development Area		Water Bodies
	White Pine Bush		Significant Natural Areas		Runway / Apron
	Fault Avoidance Zone		Outstanding Natural Features and Landscapes		Rotorua District Boundary
	Height Restricting Boundary for Marae		Waikato River Operating Easement		Biodiversity Vegetation Areas - Waikato Region

Features

	Historic Sites		Parcel Boundaries		Streams
	Built Heritage		45 dBA Reporoa Noise Contour		Flood levels (See note below)
	Notable Trees		55 dBA Airport Noise Contour		Transmission Lines
	Historic Structures		60 dBA Airport Noise Contour		Esplanade Reserve Priority Acquisition Areas
	Archaeological Sites		65 dBA Airport Noise Contour		Mount Ngongotahā Henderson Quarry expansion area

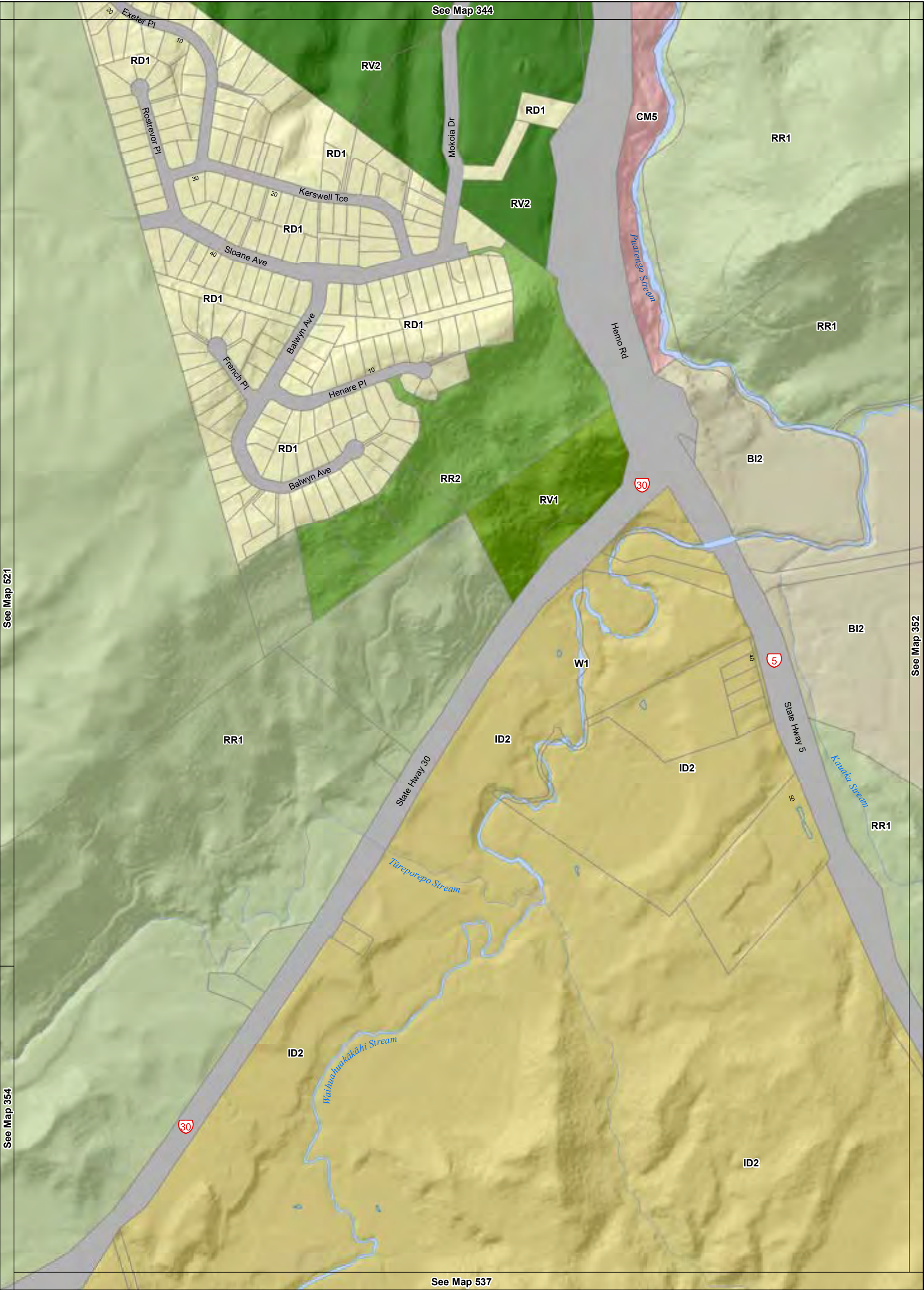
Note: Flood levels are metres above sea level (asl) based on Moturiki Vertical Datum 1953 and a 2% Annual Exceedance Probability (AEP)

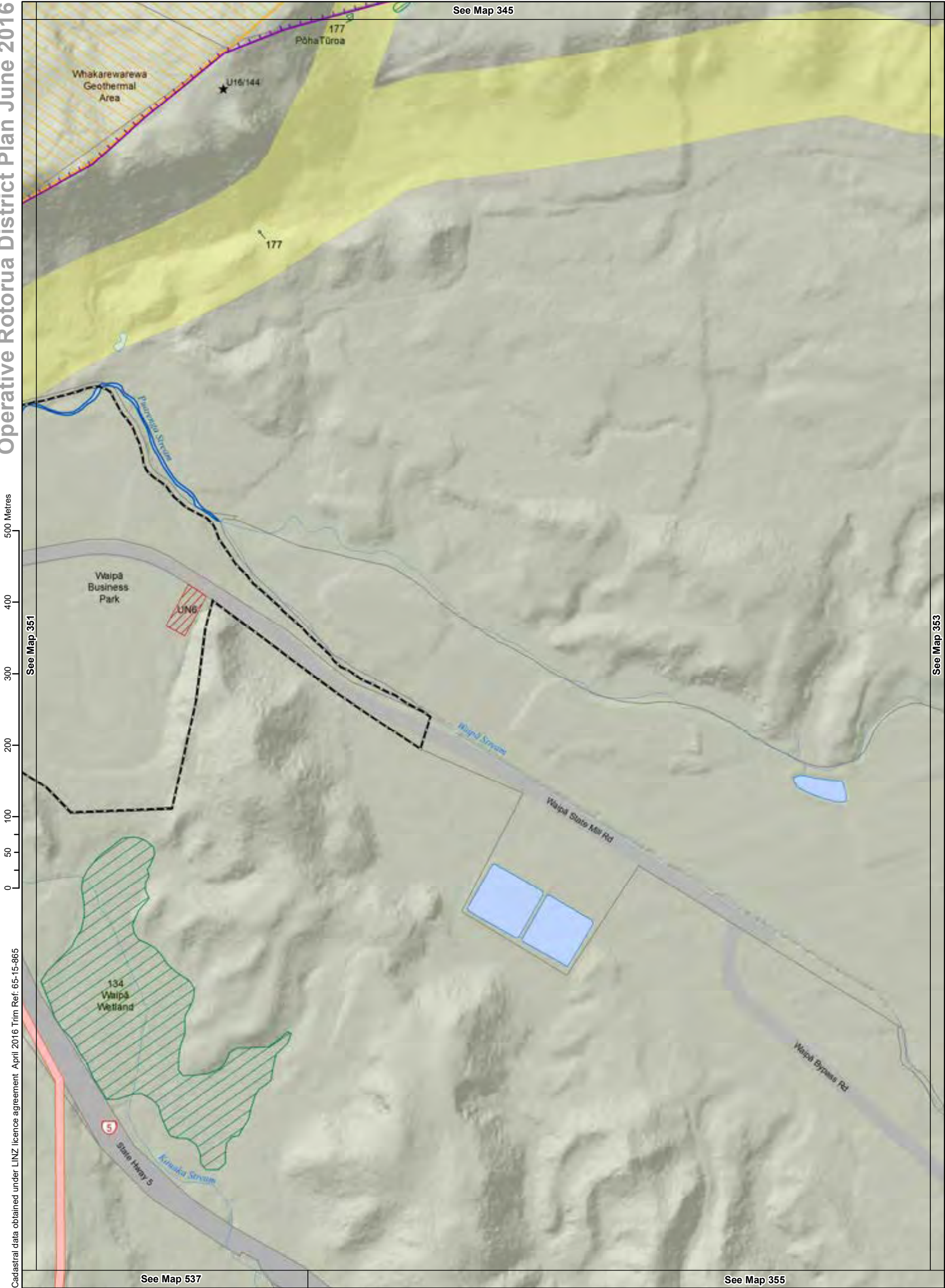




District Plan 351

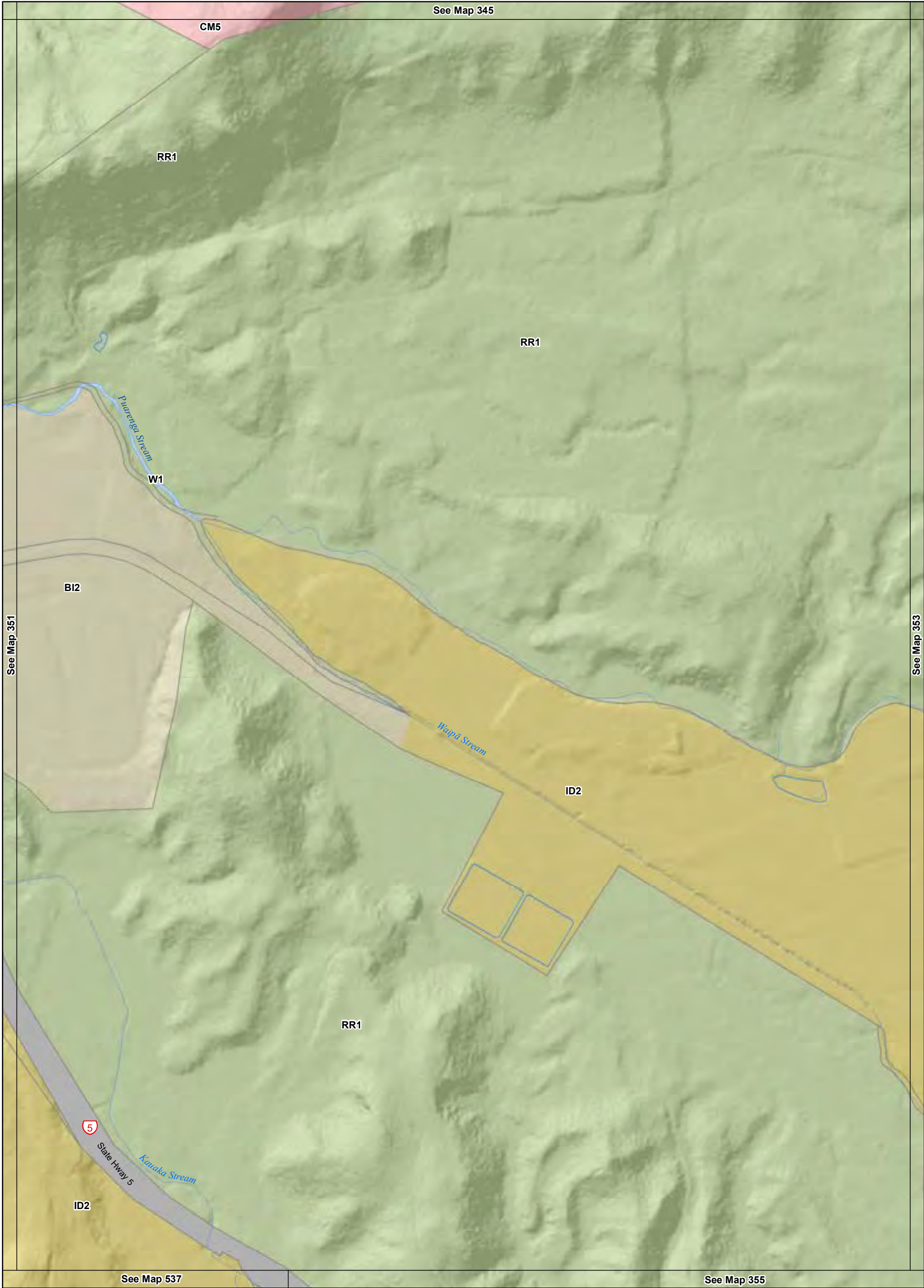
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|---|--|---|--|
| Designations | | Archaeological Sites | |
| Development Areas | | Streams | |
| Fault Avoidance Zone | | Caldera Rim | |
| Significant Natural Areas | | Parcel Boundaries | |
| Gas Transmission Pipeline Corridors | | Esplanade Reserves Priority Acquisition Areas | |
| Outstanding Natural Features or Landscape | | Water Bodies | |





District Plan 352

- | | | | |
|---|--|---|--|
| Designations | | Archaeological Sites | |
| Development Areas | | Streams | |
| Fault Avoidance Zone | | Caldera Rim | |
| Significant Natural Areas | | Parcel Boundaries | |
| Gas Transmission Pipeline Corridors | | Esplanade Reserves Priority Acquisition Areas | |
| Outstanding Natural Features or Landscape | | Water Bodies | |



- Streams
- Parcel Boundaries
- Water Bodies
- Business and Innovation 2
- Commercial 5
- Industrial 2
- Rural 1
- Water 1



District Plan 352



- Roads
- Streams
- State Highways
- Fault Avoidance Zone
- Lakes
- Lakes A Zone
- Forest - Indigenous or Exotic



District Plan

Areas of Potential Fault Line Impact - 210



Refer to
Lakes A Zone
Planning Maps

- | | | | | |
|------------------|--------------|----------------------------|----------|-----------|
| — Roads | Lakes | Landslide Potential | Low | High |
| — Streams | Lakes A Zone | Very Low | Moderate | Very High |
| — State Highways | | | | |



District Plan

Areas of Landslide Potential - 211

Zone A: Areas of volcanic-derived rocks and soils. Volcanic processes by their very nature are high-energy. No soft ground is expected in zone A as the dominant processes preclude the conditions necessary for its development.

Zone B: Huka Group sediments and Hinuera Formation. These sediments were formed in a range of environments. Sediments with soft and very soft strengths at the time of formation have consolidated over time and are now likely to meet the requirements for being defined as good ground as per the draft New Zealand Standard for timber framed buildings (DZ3604).

Zone C: Undifferentiated Holocene alluvium. Sites from a range of environmental conditions are present within this zone. Small areas of soft to very soft ground may be present as a surficial layer in some places.

Zone D: Sites of Holocene (last 10,000 years) swamp deposits and Holocene lake or delta sediments between the 9000 ka and modern shorelines. Four of the five documented sites of soft ground are located in Zone D.



- Roads
- Streams
- State Highways
- Lakes
- Lakes A Zone
- Zone A
- Zone B
- Zone C
- Zone D



District Plan

Areas of Soft Ground Potential - 209

Appendix B Waipa State Mill Road Traffic Volumes

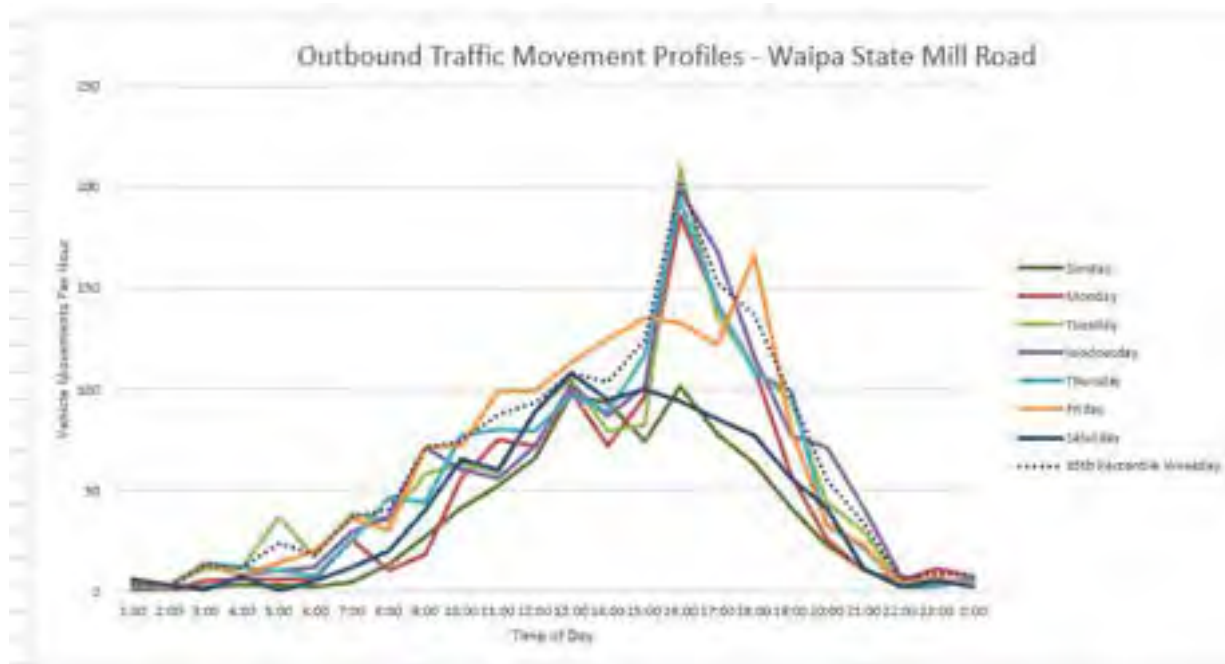
Time Period	Sunday 6/12/2022	Monday 7/12/2022	Tuesday 8/12/2022	Wednesday 9/12/2022	Thursday 10/12/2022	Friday 11/12/2022	Saturday	Average Weekday	85th Percentile Weekday	TCATD	Peak Weekda y	Peak TD Demand s
1:00	3	1	3	5	8	4	6	4	4	4	8	8
2:00	1	5	0	6	3	5	5	4	5	4	6	6
3:00	3	7	1	5	14	10	6	7	12	7	14	14
4:00	5	12	6	10	13	19	12	12	15	11	19	19
5:00	9	22	8	29	6	11	4	15	25	13	29	29
6:00	14	95	20	65	53	75	33	62	83	52	95	95
7:00	14	89	106	103	70	85	46	91	104	75	106	106
8:00	43	127	78	127	155	108	64	119	138	100	155	155
9:00	58	76	106	87	92	90	88	90	98	85	106	106
10:00	71	86	108	93	100	141	131	106	121	104	141	141
11:00	106	74	86	75	67	97	127	81	90	91	97	127
12:00	92	64	102	64	58	82	56	74	90	74	102	102
13:00	85	58	74	65	82	62	67	68	77	70	82	85
14:00	77	72	56	72	83	111	53	75	94	75	111	111
15:00	40	71	73	55	80	76	63	71	78	65	80	80
16:00	49	132	78	127	108	72	47	103	129	88	132	132
17:00	48	53	75	105	75	66	59	75	87	89	105	105
18:00	33	53	125	94	95	51	38	84	107	70	125	125
19:00	23	30	81	40	43	29	28	42	58	36	81	81
20:00	10	11	95	21	11	15	22	11	51	26	95	95
21:00	5	6	41	7	9	19	7	16	28	13	41	41
22:00	3	5	19	7	6	6	6	9	12	7	19	19
23:00	5	10	16	4	5	4	3	8	12	7	16	16
0:00	6	3	5	4	4	5	2	4	5	4	5	6
	823	1152	1162	1274	1219	1241	974	1254	1525	1152		



Waipa State Mill Road – Inbound Traffic Movements

Waipa State Mill Road - Traffic Movements - Outbound

Time Period	Sunday 5/12/2022	Monday 6/12/2022	Tuesday 7/12/2022	Wednesday 8/12/2022	Thursday 9/12/2022	Friday 10/12/2022	Saturday 11/12/2022	Average Weekday	85th Percentile Weekday	7DATO	Peak Weekda y	Peak 7D Demand
1:00	1	1	3	1	3	4	6	2	3	3	4	6
2:00	1	1	3	3	1	2	3	2	3	2	3	3
3:00	2	5	11	13	14	13	1	11	13	8	14	14
4:00	3	6	12	8	12	8	7	9	12	7	12	12
5:00	3	6	37	10	10	14	0	13	23	10	37	37
6:00	3	6	17	12	7	20	5	12	18	9	20	20
7:00	4	26	38	29	25	36	12	31	37	22	38	38
8:00	13	10	35	17	46	30	20	32	41	26	46	46
9:00	27	18	58	71	44	71	40	52	71	45	71	71
10:00	41	56	63	60	77	72	65	66	74	59	77	77
11:00	52	75	59	56	80	99	60	74	88	67	99	99
12:00	66	72	89	72	79	99	89	82	93	79	99	99
13:00	97	99	105	102	97	113	108	103	108	102	113	113
14:00	93	72	79	87	89	125	95	90	103	92	125	125
15:00	74	96	82	101	117	135	100	106	124	97	135	135
16:00	101	186	210	198	193	133	94	184	203	152	210	210
17:00	78	142	136	168	143	122	85	142	153	119	168	168
18:00	63	110	111	116	108	167	77	122	136	102	167	167
19:00	41	57	94	77	99	80	56	81	96	68	99	99
20:00	23	26	44	71	32	33	41	41	55	37	71	71
21:00	11	10	29	41	21	23	11	25	34	20	41	41
22:00	2	5	4	7	3	3	2	4	6	4	7	7
23:00	3	13	2	5	3	7	5	6	9	5	13	13
0:00	6	7	7	5	5	3	2	5	7	5	7	7
	806	1103	1328	1350	1308	1411	984	1300	1510	1137		



Waipa State Mill Road – Outbound Traffic Movements

Waipa State Mill Road - Traffic Movements - Two Way Totals

Time Period	Sunday 5/12/2022	Monday 6/12/2022	Tuesday 7/12/2022	Wednesday 8/12/2022	Thursday 9/12/2022	Friday 10/12/2022	Saturday 11/12/2022	Average Weekday	85th Percentile Weekday	7D DATD	Peak Weekdays	Peak 7D Demand
1:00	4	2	6	6	11	8	12	7	9	7	11	12
2:00	2	6	3	9	4	7	8	6	8	5	9	9
3:00	5	12	12	16	28	23	7	19	25	14	28	28
4:00	8	18	18	18	25	27	19	21	26	18	27	27
5:00	12	28	45	39	16	25	4	31	41	23	45	45
6:00	16	101	37	77	60	95	38	74	97	58	101	101
7:00	28	115	144	132	95	121	58	121	137	90	144	144
8:00	56	137	113	164	201	138	84	151	179	119	201	201
9:00	85	94	164	158	136	161	129	143	162	127	164	164
10:00	112	142	171	153	177	213	196	171	191	160	213	213
11:00	158	149	145	135	147	196	187	154	168	159	196	196
12:00	158	136	191	116	137	181	145	156	185	155	191	191
13:00	182	157	179	167	179	175	175	171	179	175	179	182
14:00	170	144	135	159	172	236	148	169	198	167	236	236
15:00	114	167	155	156	197	211	163	177	203	160	211	211
16:00	150	318	288	325	301	205	141	287	321	235	325	325
17:00	126	195	211	273	218	188	144	217	240	185	273	273
18:00	96	163	236	210	203	218	115	206	225	167	236	236
19:00	64	77	175	117	141	109	84	124	155	104	175	175
20:00	33	37	139	92	43	48	63	72	111	61	139	139
21:00	16	16	70	48	30	42	18	41	57	32	70	70
22:00	5	10	23	14	9	9	8	13	18	10	23	23
23:00	7	21	18	9	8	11	8	13	19	11	21	21
0:00	12	10	12	9	9	7	4	9	11	9	12	12
	1629	2255	2690	2024	2547	2654	1958	2554	2964	2248		



Waipa State Mill Road – Two Way Total Traffic Movements

Appendix C Peka Trust Block History

Peka Block - History of the Land

MAI MAI TE KANGATIRA

PEKA

The name Peka derives from a Scotsman named Baker McLean who was called Peka Makarini, a transliteration of his Scottish name. He was a soldier who fought alongside Te Kooti during the 1860's and 1870's against Gilbert Mair and the Arawa Flying Column. Peka Makarini was killed during a raid on Te Arawa in 1872, where according to our historian the late Don Stafford, he was shot and killed by Gilbert Mair in 1872 and later hung from a Kouka (cabbage) tree at Tumunui.

Peka Makarini was a formidable enemy and as Maori tend to do, paid a form of reverence to this Scotsman and the Te Kooti campaign by naming the Peka Land after him so this incident and the history be remembered.

MAORI DEVELOPMENT SCHEME

In 1928 a Maori Development scheme was established by the Minister of Native Affairs - Apirana Ngata and in 1929 the first scheme of it's type was established in Horohoro. One of the first parcels of land to be developed for this purpose was Peka. The Peka block formed part of the Parekarangi gardens which fed the hapu of Ngati Wahiao. All the gardens had names, as did the cultivations of fern and raupo which once grew prolifically within the waterways of Peka.

During the time of Mita Taupopoki, our tupuna gifted land to members of Tuhourangi/Ngati Wahiao to build houses in an attempt to stop the railroad that was earmarked to come through what is now SH5.

RETURN OF THE LAND

In the early 1980's Government decided to return land-blocks it had developed, those agencies were the Dept of Maori Affairs & Lands & Survey Dept, returned lands were free of debt. Peka was returned as a under-performing small sheep & cattle station. Despite best endeavours, the Trustees found difficult trading conditions and the viability of the property was uncertain. All Peka livestock & chattels were sold and funds set aside for reinvestment.

359

PINE FOREST

In the mid - 1980's an opportunity was presented to the Trust to enter into a Radiata Pine Forestry venture. Whilst the reinvestment funds lasted for the initial stages of land preparation and planting, it was agreed that a Joint Venture offer be made to Tumunui who would in turn assist with covering set up costs and maintenance until such time as Peka were back in the "black" The Forestry account now covers all the harvest costs, with a 71.79% / 28.21% share of stumpage paid to Peka / Tumunui at the end of each month.

As Peka owners we are thankful to Tumunui for entering into this joint venture with us, sharing and covering the costs for planting and management of the forest up until the harvest commenced in 2018.

Any future replanting and development will be fully funded by Peka Trust.



Appendix D Peka Trust Development Concept Plan



Key.

- Site Boundary
- Existing Contours
- Existing Stream and 25m Planted Buffer
- Developable Land
- Proposed Roads
- Proposed Industrial Laneway
- Future Roundabout
- Landscape Buffer

ROTORUA
LANDFILL

RED STAGS

Waipa State Mill Road

State Highway 5

State Highway 5

Puarenga Stream

B	29.04.20	Information	TM
A	22.04.20	Information	TM
Rev	Date	Issued for	Drawn

Peka Land Trust

Client

Industrial Developmet

Job Name

Scheme Plan

Drawing Title

PK-01

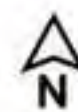
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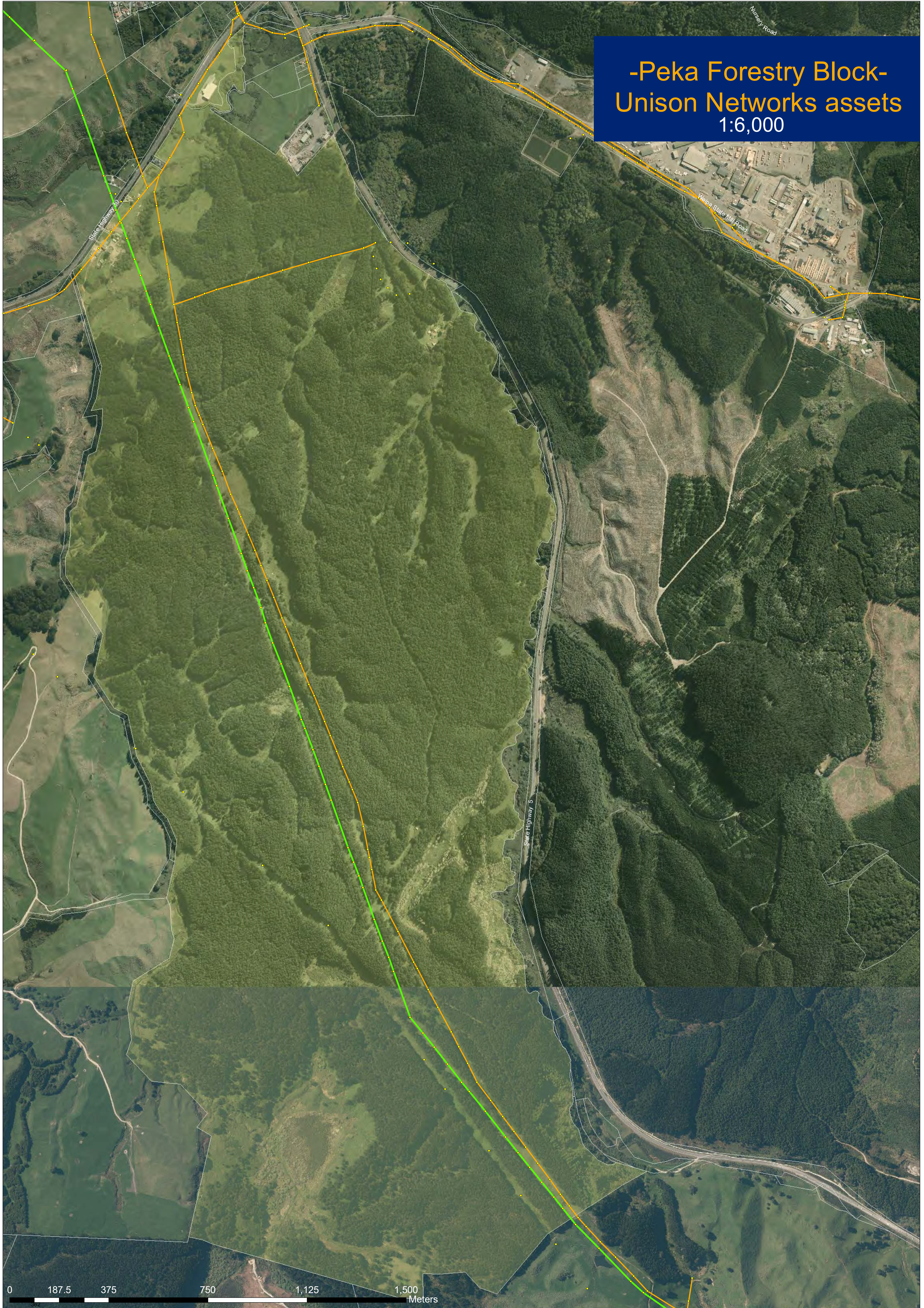
Revision

1:8000 1:4000

Scale @ A3 @ A1



-Peka Forestry Block-
Unison Networks assets
1:6,000



Appendix E Reg Stag Timber Master Plan



RED STAG WAIPA VALLEY MASTERPLANNING

9TH JULY 2021



1.0

CONTENTS

1.0	CONTENTS.	2
2.0	HISTORY OF THE SITE.	3
3.0	BRIEF	4
4.0	RESEARCH AND OPPORTUNITIES	5
5.0	EXISTING SITE AND ANALYSIS	9
6.0	PLANNING AND CONSTRAINTS	10
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9.0	CYCLE AND PEDESTRIAN FLOW	14
10.0	TRANSPORT AND VEHICLE	15
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***Scan QR code with your cell phone
to view Twinmotion 3D flythrough
animation on YouTube.***

2.0

HISTORY OF THE SITE

Knowing where Red Stag has come from, in order to know where it is going.

Consideration of the site's heritage is relevant to insightful development.

The Waipa Sawmill has its origins date back to 1936 when the Cabinet approves the creation of a National State Sawmill in a move to lower native harvesting to a more sustainable exotic forests. In 1939 the first buildings are completed and in 1940 the operations begin. During the 1950's - 60's the mill was one of the largest in Australasia, employing around 800 staff. The Waipa Village was created with dozens of state owned houses to accommodate the staff nearby the mill at the intersection of State Highway 5 and the Waipa State Mill Road. The housing village becomes derelict and is demolished in the 90's.

The mill goes through several phases of ownership, from state owned to privatisation between 1985 and 2002 where the mill goes into receivership. 2003, enter the Verry family who buy the mill and create Red Stag Timber Ltd and the success and ownership of the mill remains in the ownership of the

Verry family today. 2021 sees the creation of a new Engineered Wood Solutions plant and capability which will position Red Stag as one of only a handful of serious EWS producers in Australasia. At a time where awareness of our environment and sustainability is reaching peak interest, the EWS plant is a clever value add proposition to Red Stag as momentum towards building in Engineered Wood picks up its pace.

During the 1990's to 2010, Mountain Biking gains popularity as a recreational pastime and the Whakarewarewa MTB trail network has organically grown (largely through volunteer groups) into one of the best free-ride MTB parks in the world. The attraction of the 2006 MTB world championship and recent stop on the Crankworx world tour has further cemented the Whaka forest as a MTB destination of world reputation. One of the convenient entry points into the forest was the

Waipa access on Red Stag land off Waipa State Mill road. In the past decade Red Stag engaged and worked closely with recreational users, event companies, businesses, Iwi and council to create enhanced amenity to the Waipa MTB carpark as it became known. This has resulted in the development of public toilets/changing facilities, carparking, business hub, secret spot spa and the diversion of the mill access road to create safer cyclist and pedestrian access to forest. The council and local BMX club have created an international standard BMX park on land adjacent the development site.

On any given weekend, even in the middle of winter, the carpark is usually overflowing with users. In summer months and public holidays, the fields are covered in overflow parking. The Waipa MTB carpark is the most visited site in Rotorua for recreational forest users. The future is bright and sustainable.



3.0

BRIEF

Masterplanning offers an opportunity to rationalise existing elements and strategically develop effective direction for the site for both immediate success and a view to the longer-term future.

Red Stag Investments Ltd (the development arm of Red Stag) has had a reasonably ad-hoc development plan for the Waipa over the past 10 years. The MTB carpark is now an established congregation point for thousands of recreational users every week who gather to enter the Whakarewarewa forest network. With an established, captured audience, it seems the right time to explore the future development potential of the land adjacent the MTB carpark on the site of the previous Waipa Village.

The brief to DCA Architects of Transformation is delve into and research opportunities for current and future potential development of the site to enhance the existing amenities and support future opportunities for existing business and economic growth for recreational related enterprises. With Red Stag Investments Ltd as the developer having access to Red Stags new EWS plant, it has a vision to construct using wood and new wood engineering technology. There is potential for a national showcase for a sustainable business park development.



4.0(i)

RESEARCH AND OPPORTUNITIES

Wide-ranging activities and facilities present both potential opportunities, and challenges.

A clear high-level overview will, in turn, inform detailed plans.

CURRENT OPPORTUNITIES

Red Stag have the following avenues of development in varying stages of discussion, base concepts and business case viability studies.

KRISTALL TURM

This is a proposal for a high ropes course using a patented and international award winning construction system. This addition to the park will add to the current thrill, challenge and adventure seekers. The Kristall Turm concept will blend into the forest environment and offer a unique elevated perspective of the park.

PUMP TRACK

There are plans in concept prepared by internationally recognised bike park development company Velo Solutions to create an all weather permanent and world standard pump track.

FILM STUDIOS

Initial talks have begun with local industry to support the creation of a serious international standard film studios and associated film industry support industry. We understand that a HoA is currently in development.

SCULPTURE/ARTWORK

There are plans underway for creating a unique artwork using Sawmilling parts to create a cycle themed sculpture to be located near the entry to the MTB carpark.

FUTURE OPPORTUNITIES AND RESEARCH

In researching and gathering information for this report, we are aware that many of these precedents and studies were completed previous to the world pandemic of COVID-19. While the impact of this pandemic is undeniable in some sectors, the current evidence of the NZ economy is bouncing back with surprising results in domestic tourism and Rotorua a benefactor of this with a huge number of NZ's population within 3 hrs drive. The Whakarewarewa forest is witnessing large numbers of visitors and eventing companies are selling out with record

entry numbers across all types of sporting events. NZ Herald article 30th January 2021 reported a 50% spike in visitors coming out of Lock down. This was supported in the article with quotes from the many businesses operating in the area.

New Zealand has gained international recognition as one of the best to have dealt with the pandemic, will be viewed as a safe place to visit by many when borders reopen. With vaccines being rolled out worldwide and travel bubbles (albeit small scale at time of writing), there is strong evidence international tourism will rebound so long as transport carriers can also rebound in timeframes to meet demand.

The Rotorua Lakes Council in association with local Iwi entities submitted a business case to the Government Provincial Growth Fund in 2018. Some information has been gathered from this submission to understand current economic growth and support future economic growth in the area of Whakarewarewa forest. In addition we have also sourced information from Rotorua Economic Development (RED) agency website and conducted phone, email and in person interviews with individuals identified for professional insights.



KRISTALL TURM



PUMP TRACK



FILM INDUSTRY



FILM TOURISM

4.0(ii)

RESEARCH AND OPPORTUNITIES



EVENTS, BIKE TOURISM AND ACCOMMODATION

BIKE TOURISM.

As the post-COVID numbers indicate, there has been a significant uptake on recreational users and MTBing in particular. Recent sales figures on Electric Bikes (EB) would indicate a growing demographic of MTBers in age groups not previously popular with this activity. There is an increase in older 50-70+ male and female enthusiast taking up MTBing due to the new technology requiring less physical ability and relative affordability. This has opened a new demographic previous surveys would not have predicted to be an area of growth. This generation are cashed up and likely to attract a higher spend.

EVENTS.

There is potential for this area to become known as the event capital of NZ. Already there are a large number and type of events run from the large grassed paddock. This includes MTBing, running/walking, orienteering, adventure races and ultra marathons. While the return for leasing the paddock for eventing companies might be a tokenistic or peppercorn deal, the numbers of spectators and supporters drawn to this area during events will pump the spend into the surrounding businesses and ultimately create a small circular economy of goods and services in the Waipa Valley. Due to its location outside of built up residential areas, the space has the potential to host single and multi-day music festivals, subject to Resource consent approvals.

ACCOMMODATION.

Concept design work has been completed for a MTB/ recreational users accommodation catering for simple motel style units and back packers with associated communal facilities. This high level concept has been designed by DCA Architects of Transformation for BVM Holdings Ltd.

Rotorua is currently supplying MIQ accommodation for the government through three main hotels. Rotorua has been also made headlines recently with a large number of emergency homeless being accommodated in Motel stock. While this was seen initially as a life saver for some hoteliers and moteliors post COVID-19, the reality has seen a major shortage of quality accommodation for the bursting recreational visitors to the forest. There is anecdotal information of visitors having to stay in Tauranga, Hamilton and Taupo for Rotorua events. RED projects a 3-4 fold increase in cycle related tourism in the next decade. This is further supported at Whakarewarewa forest recently named as one of the 4 worldwide MTBing meccas to visit. Even pre COVID the Health and Wellness Spa industry was destined for "massive growth" (quote RED). Evidence supports a greater awareness of Health and Wellbeing post-COVID.

There is plenty of evidence to support accommodation growth across all value ranges for current domestic demand and future international demand.

4.0(iii)

RESEARCH AND OPPORTUNITIES



FILM LOCATIONS



RETAIL AND HOSPITALITY

FILM INDUSTRY.

Interviews and correspondence with Anton Steel, CEO of Film Bay of Plenty offered the following insights to the regions potential to establish as a major player in the international film arena.

The current major film studios in NZ, Kumeu and Auckland studios were running at capacity and largely booked out with local television and film production. With the Governments Screen Production Grant, major global companies are in talks to establish permanent links with NZ film industry. One example of this is Amazons deal to produce the Lord of the Rings TV series. According to Anton Steel, another international film giant Disney, is keen to establish operations in NZ if a world class facility can be produced. Rotorua is seen as a perfect location for the film industry due to many celebrated scenic sites, geothermal, volcanic, lakes, mountains, coastal and forest nearby.

The establishment of a major film studio on the Waipa site would attract a host of associated industry which could be located at Waipa. This could include accommodation of varying levels of star rating from 5 Star to 3 star. Trades including builders/carpenters, set designers, costume designers, graphic and animation studios, legal, accounting, lighting designers on short and long term storage leases. According to Anton Steel, there is potential for the establishment of an associated Training and acting/performing education facility along with a Film and Television tourism industry/museum.

COMMERCIAL, RETAIL AND INDUSTRIAL.

Mark Rendell, Manager of Colliers International Rotorua was interviewed as part of our research for insights to current commercial accommodation demands and potential future fits of accommodation at Waipa. There is a healthy demand for leased storage units across the region. The west and southern side of the city is not currently well served with leased storage units with the majority located on the east side of the city. One of the suggestions was to create small (garden shed sized, 2 x 2m) spaces for bike storage on both short and long terms leases due to proximity to forest. With the high numbers of visitors, peaking at events, there are large numbers of non-participant supporters looking for opportunities while they are waiting. Mark suggests that some small convenience retail, such as sports shoes, sport apparel, bike shop, bike hire, hairdresser/beauty (also supports film industry), Physio/massage and mini-market would be supported.

There could be demand for small to medium professional offices to piggy back off other potential tenants. These could be law, accountant, forestry research and technology, IT support, National Cycling HQ for BMX and MTB and professional bike coaching.

There is also opportunity for small to large industrial type units to support the eventing and forest Milling operations such as;

Transport logistics companies.

Small to medium centralised distribution centre.

Heavy industry, Steel manufacture, Equipment and machinery sales/hire.

General Hireage (Film industry demand)

Events companies requiring office space with storage.

4.0(iv)

RESEARCH AND OPPORTUNITIES

ELECTRIC SERVICE CENTRE.

With the Governments recent announcement to achieve the Climate Change Commissions targets was a tax rebate system to encourage the uptake of Electric Vehicles (EV). The uptake of 300kW Hyper and Rapid EV chargers will soon become a necessity. Many NZ companies are already trialling medium to large EV vehicles. Electric Bikes are also soaring in sales and the requirement to provide quick charge stations will only continue to grow. We see an opportunity to partner with a major network provider to create the first EV service centre of its kind in NZ.

FACTS AND FIGURES

\$68M

Private and lwi investment projected \$68M in 2021-25.

4TH

4th most visited place in NZ by international visitors (note pre-covid)

270-450

\$270-\$450 per ride spend by MTBers in the Whakarewarewa forest.

30-50/12-13

\$30-50M local economy spend by locals and visitors annually and creation of 200-300 jobs with an estimated \$12-13M benefit.

500K

Four years in a row voted as NZ's favourite off-road place to ride. Estimated 500k visitors to the Whakarewarewa forest annually.

460K

460k visit Redwood visitor centre annually.



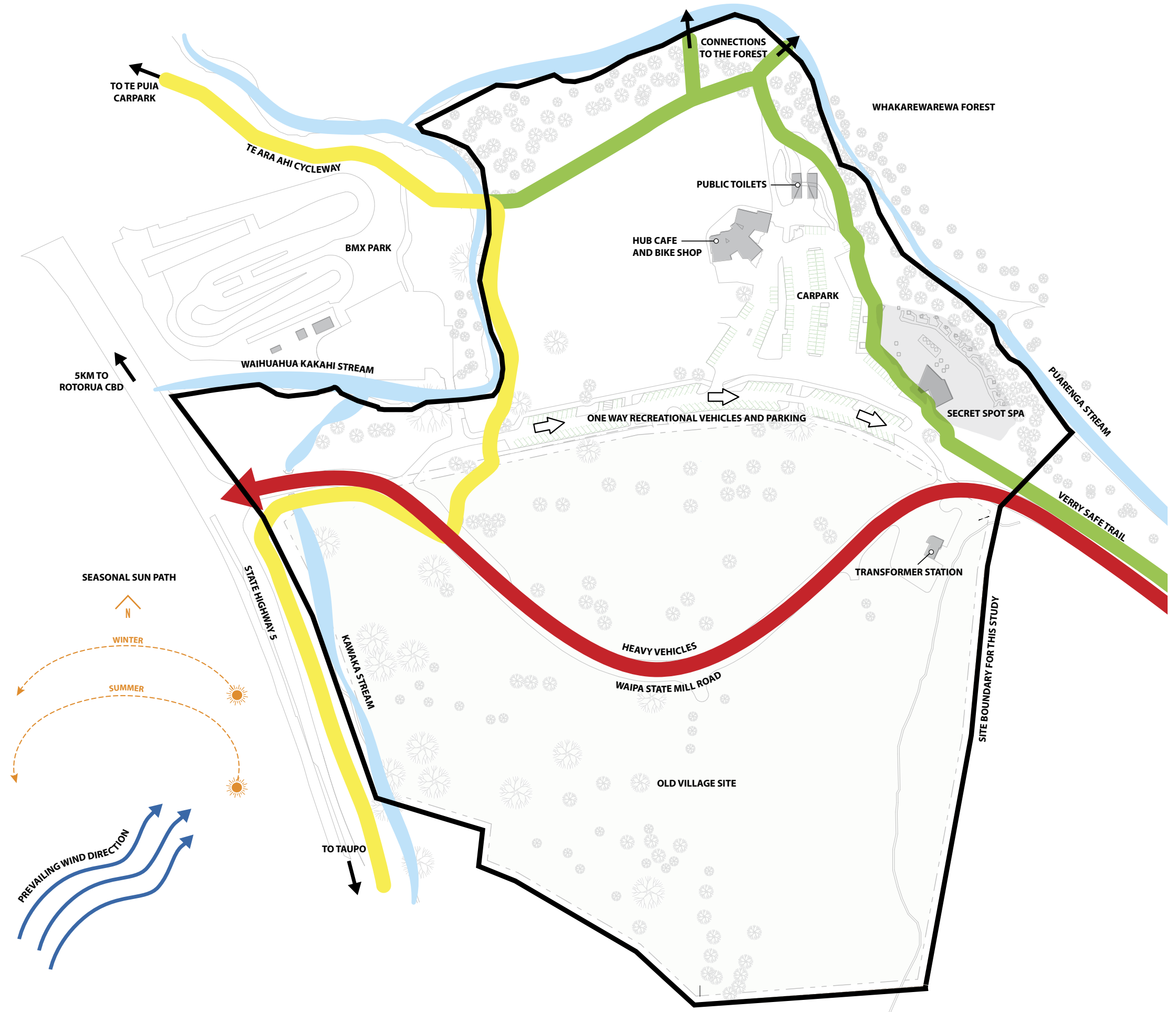
INTERNATIONAL EXAMPLES OF ALTERNATIVE ENERGY STATIONS

5.0

EXISTING SITE AND ANALYSIS

SITE LOCATION AND CONTEXT

The site is located in the Waipa Valley, approximately 5.2 km and 7 minutes drive from the Rotorua city centre. Waipa State Mill road is a private road off State Highway 5 near the State Highway 30 intersection. Rotorua Airport is located 15 km away, the port of Tauranga is 80 km away, Taupo is 77 km, Hamilton 113 km and Auckland International Airport is 221 km and 2 hours, 45 minutes away. The Waipa Valley is situated on the doorstep of the Whakarewarewa forest and the edge of the Kaingaroa forest, one of the largest plantations forests in the southern hemisphere. The natural geothermal wonderland of Te Puia is only a 15 minute walk north of the site. The Puarenga Stream bounds the site to the west and north. There are currently public toilets/shower/changing facilities, a carpark, business hub with Café and Bike hire shop and Secret Spot Spa located on the site at present. The large green space is frequently used for events. A Transformer building is located on the south eastern side of the Bypass road, serving the Mill.



6.0

PLANNING AND CONSTRAINTS

ZONING AND USAGE

Under the district plan the site has its own designation as B12, Business and Innovation Waipa Business Park. Most building typologies will require some further discussion with Rotorua Lakes Council around Permitted, Controlled and Discretionary uses. For the purpose of this document, we have assumed all proposed typologies will have an angle of “fitting” with the objectives of the Waipa Business Park. There is a requirement for building platforms to be located above the 2% AEP flood level. At this stage of the master planning research we do not have information to understand if this impacts on the proposed development of the site. We have assumed building platforms can be created to achieve requirements. We recommend further investigation. There is no maximum site coverage requirements. All other requirements of the zoning in regards to Parking, Noise, Glare and Light, Signs, Events, Earthworks are not expected to be constraints that the development cannot be designed to meet. There is a sub designation for the location of a Power sub station.

FAULT LINE AVOIDANCE ZONE.

The Horo fault line is located to the north of the site and cuts across on the northern side of the Puarenga Stream. We do not believe this has impacts on the proposed development.

HEIGHT RESTRICTIONS

The maximum height of any buildings is 12 metres. (We note the briefing from Film Studios is that the Studio buildings require a 14 metre internal stud height. This would require a Resource Consent to exceed the 12 metre limit.

BUFFERS

The State Highway boundary setback requirement is 10 metres and 5 metres to any adjoining Rural zones, which are the remaining boundaries surrounding the site. No buildings can be erected within 25 metres of a stream. Buffers within streams are to be planted and landscaped. There are no daylighting envelope requirements.

HAZARDS. CONTAMINATED SOILS

There is anecdotal information of potential contaminated soils in the proposed development. We recommend further investigation to understand extent and remedial works.

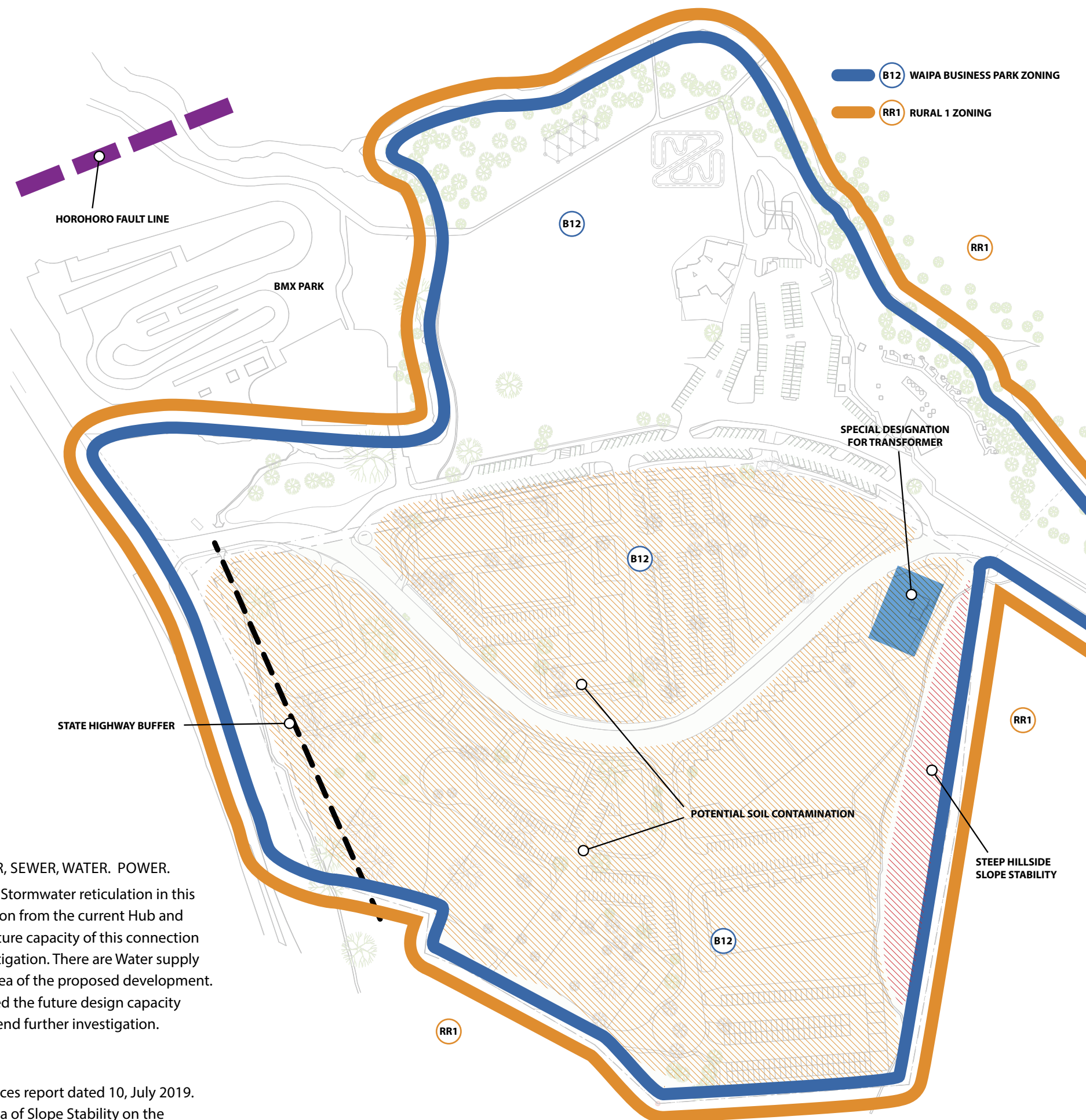
SERVICES TO SITE.

THREE WATERS. STORMWATER, SEWER, WATER. POWER.

Our investigation indicates no Stormwater reticulation in this area. There is a sewer connection from the current Hub and toilets. We do not know the future capacity of this connection and recommend further investigation. There are Water supply and Power provisions in the area of the proposed development. Again, we have not investigated the future design capacity of these services and recommend further investigation.

GEOTECHNICAL

We refer to the CMW Geosciences report dated 10, July 2019. Of note in this report is the area of Slope Stability on the eastern boundary where the toe of a steel hill encroaches into the development site. The recommendation is to build outside of the toe of the hill and potential additional measures required to protect buildings from slips.



7.0

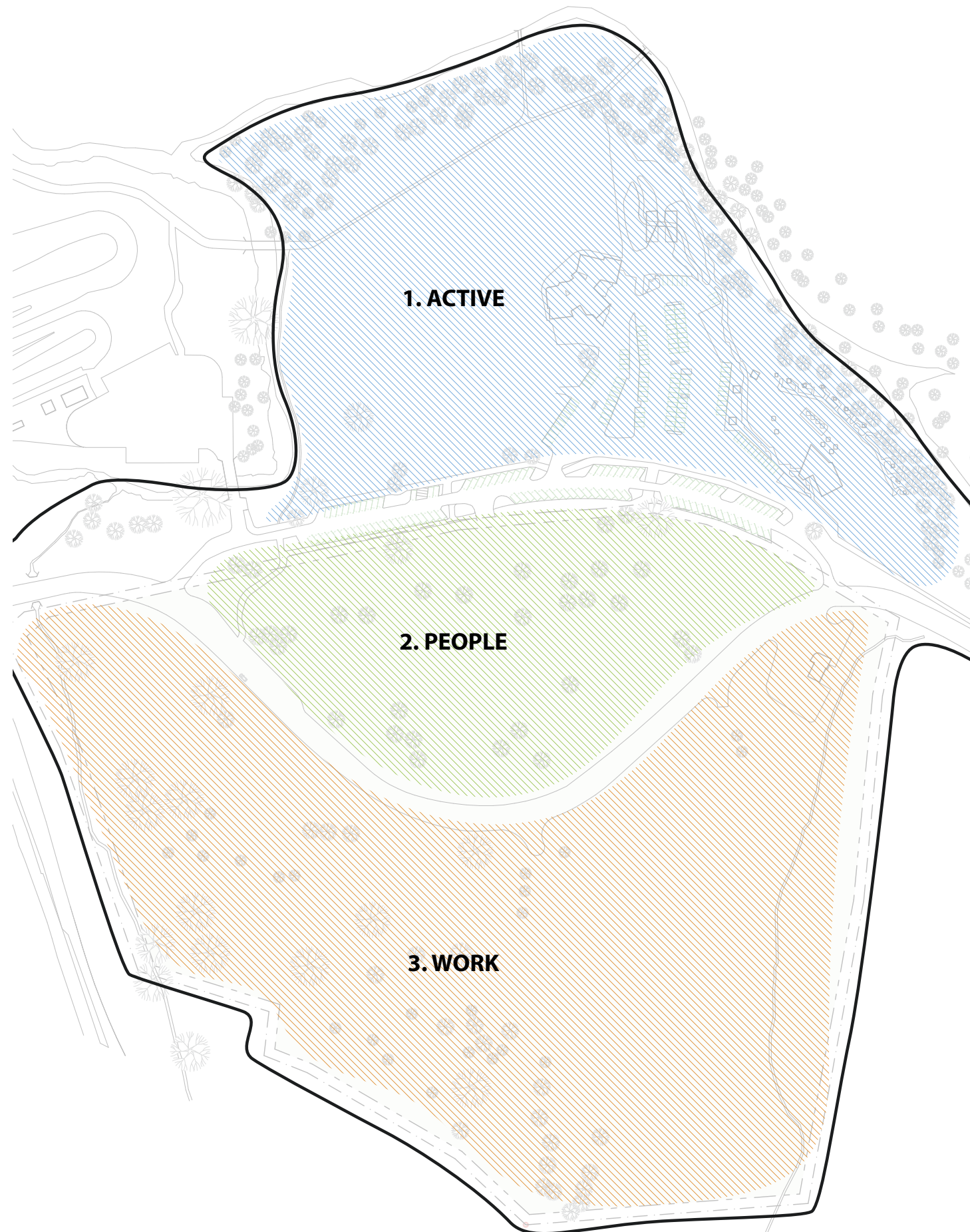
PRECINCTS

PROPOSED PLANNING

The site has organically (perhaps intended) developed into three areas, which are analogous with precincts to define three main functions of the site. We have called these precincts;

- Active Zone
- People Zone
- Work Zone

These divisions follow a natural order for how the site is envisaged to operate at a functional level, where flow of cars, cyclists, walkers, work vehicles and heavy axle vehicles are able to operate while respecting the safety of people and intersections.



ACTIVE ZONE.

We have proposed that the large green space is retained and not further built over or built out. This large field area is the visual connector between the users and the forest landscape beyond. The large open space is also essential for holding large scale events. The northern edge alongside the Puarenga Stream will be the Kristall Turm High Ropes course. Set against the backdrop of the forest, this adrenaline filled challenge will create a backdrop to the open space. The pump track location along this northern edge will be in full view of the existing Hub building and in close access to the BMX facility.

PEOPLE ZONE.

This zone is the space for accommodation and additional parking. One of the key moves with this planning is the avoidance of the general recreational public to stay north of the heavy vehicle access road to the mill. During events it will be important for health and safety management to contain people within the Active and People zones. Some additional retail and support hospitality could be located in this area. In order to cater for the various accommodation styles and price points, it is proposed that the accommodation blocks are defined by a star ratings and typology. A three level 100 + bed hotel aiming at 4-5 star with Café/Restaurant, pool and associated conference facilities for 20 – 300 persons. A two level motel style 40+ rooms with bike lockers and no café. A Flashpackers style single level with variations of family units, motel style units and bunk accommodation with Café, communal kitchen and dining space. The carparking in this area is designed to cater for large scale events and peak holiday periods.

WORK ZONE.

The southern precinct is made up of business accommodation. The location of an Electric Service centre on the corner of the site will be position on a section of road with a high traffic count and prominent location. It is considered this maybe supported with convenience retail or fast food outlet. The establishment of a film studio will potentially have a greater knock on effect for supporting other industry types, such as film tourism, film industry training academy, film industry related services requiring professional suites or small to large scale workshops and lease storage. The storage sheds will accommodate the south and western population of Rotorua as well as potential for a unique small scale bike locks ups. A block of small to medium office/industrial and a larger heavy industry scale buildings could be attractive to forestry related industry and compliment the location proximity to mill.

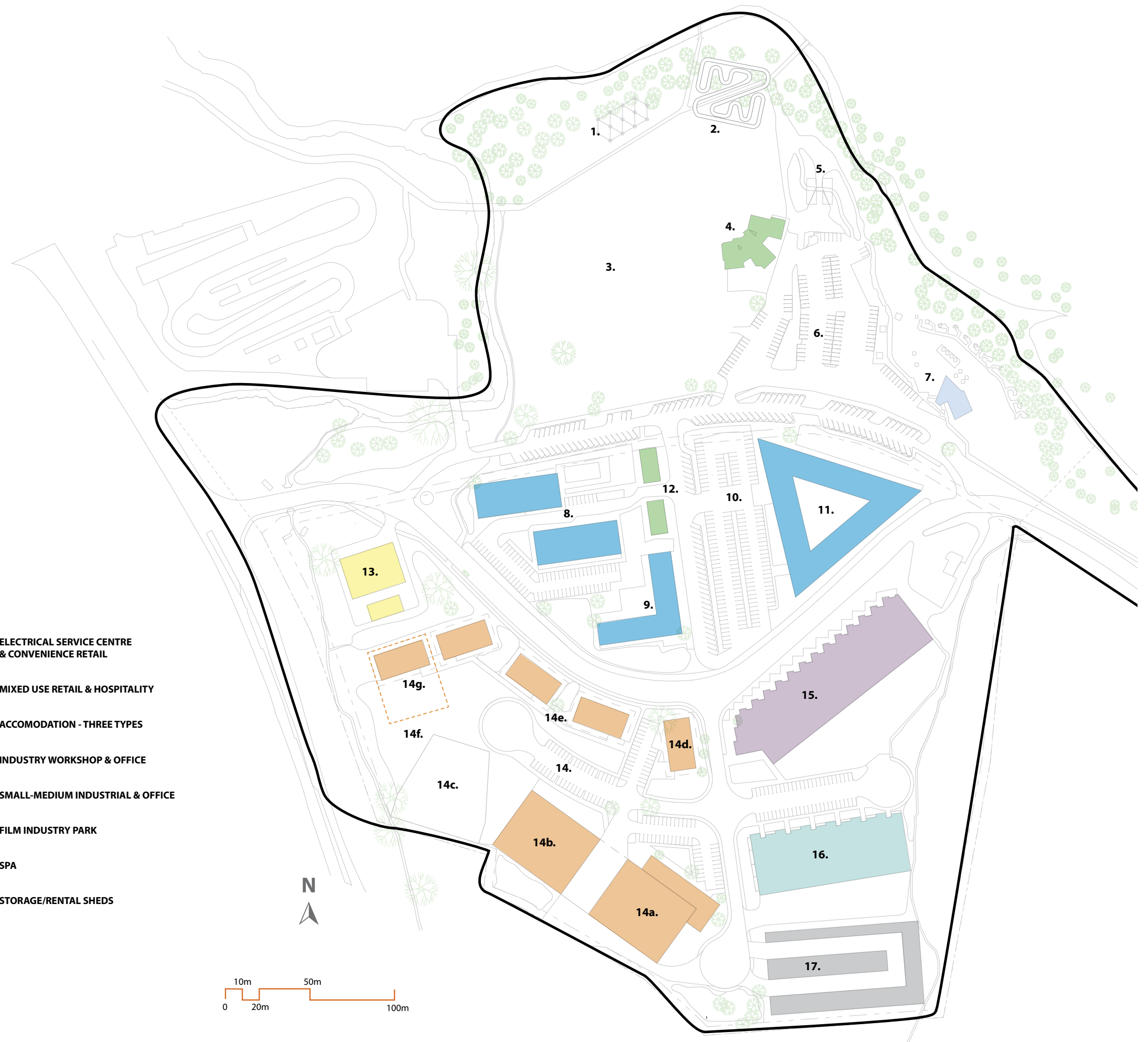
8.0(i)

SITE USAGE

LEGEND

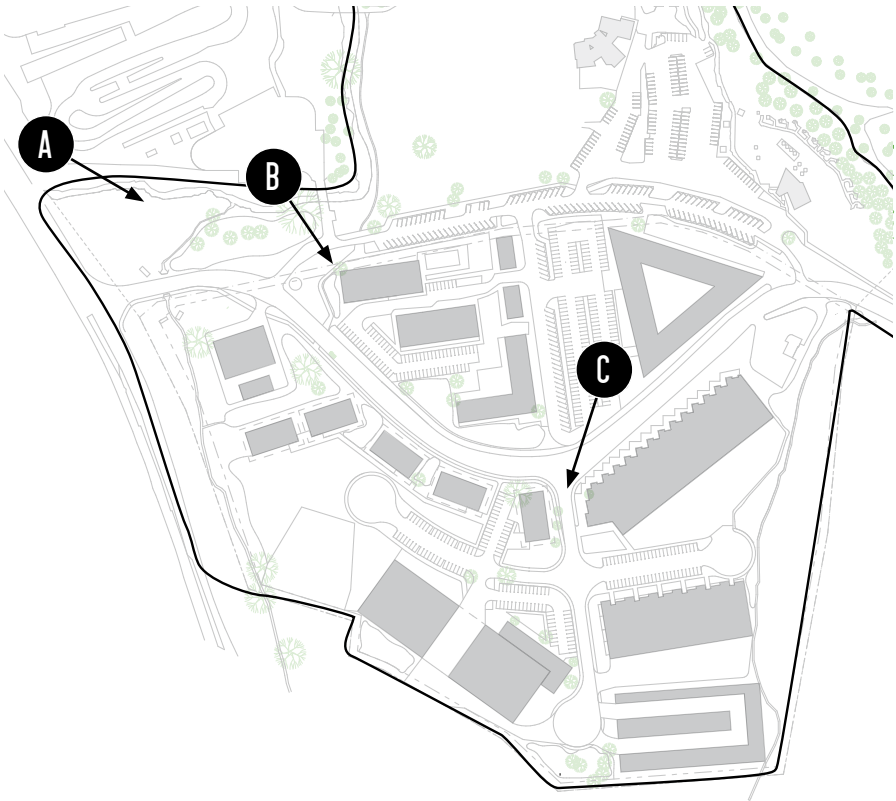
1. KRISTALL TURM HIGH ROPES
2. PUMP TRACK
3. EVENTS PADDOCK
4. CAFE & BIKE RENTALS
5. PUBLIC TOILETS
6. PUBLIC CARPARK
7. SECRET SPOT SPA
8. 100 BED, 4-5 STAR HOTEL/CONFERENCE
9. 40 BED, 3-4 STAR MOTEL
10. CARPARK
11. FLASHPACKERS, 40+ BED & CAFE
12. SPECIALITY RETAIL & HOSPITALITY
13. ELECTRIC SERVICE CENTRE & FAST FOOD
14. FILM INDUSTRY:
 - a) STUDIO 1
 - b) STUDIO 2
 - c) POOL & GREEN SCREEN
 - d) FILM TOURISM & TRAINING
 - e) FILM INDUSTRY SUPPORT/OFFICES
 - f) LARGE SEALED OPEN AREA
 - g) FUTURE STUDIO 3
15. INDUSTRY WORKSHOP & OFFICE
16. SMALL-MEDIUM WORKSHOP & OFFICE
17. STORAGE - RENTAL SHED

- ELECTRICAL SERVICE CENTRE & CONVENIENCE RETAIL
- MIXED USE RETAIL & HOSPITALITY
- ACCOMODATION - THREE TYPES
- INDUSTRY WORKSHOP & OFFICE
- SMALL-MEDIUM INDUSTRIAL & OFFICE
- FILM INDUSTRY PARK
- SPA
- STORAGE/RENTAL SHEDS



8.0(ii)

SITE USAGE



BUILDING M² BREAKDOWN

Building	m²
Hotel	6,370
Motel	2,250
Backpackers	3,270
Retail/Hospitality	400
Convenience fast food	200
Film Studios	4,600
Film Support and Commercial (5 x 920m²)	4,600
Medium Industrial/Offices	5,550
Light Industrial/Offices	3,620
Storage Sheds	3,200
Total	34,060

