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Q1

First Name

Short Text

Lauren

Q2

Last Name

Short Text

Bradley

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Housing growth has/is coming before the roading improvements

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Majority of housing will remain low density. You need to come up with efficient accessible public transport ideas eg subsidising electric taxis so that car on the road is serving multiple people rather than the individual. Eg Te Puna. Hospital transport

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Come up with some original mass transport options for patients and staff to the hospital

Q14

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

Long Text

You must prioritise Takitimu north stage 2, is impacting people's health and health system.

I would always use the TGA to AKL rail in preference to taking a car

Make electric taxis cheap to reduce fatigue, driving and drug related driving. Incentivise drivers to service the suburbs with low density housing.

Q15 Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice FemaleWahine

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice What is your post code (if known)

Q21

Short Text

Q22 What is your district?

Multi Choice Western Bay of Plenty

Q1 First Name

Short Text

Kent

Q2 Last Name

Short Text

Smith

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

Select Box

Individual

Q4 Phone Number

Telephone

Q5 Email address

Email

Q6 Postal address

Short Text

Q7 I wish to keep my contact details confidential

Multi Choice

No

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

Multi Choice

Strong agree

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

Short Text

I think you have challenges stated that are not concerning in the list. High greenhouse gas. High road deaths.

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

Multi Choice

Strongly Agree

Q11 Q2. Please explain your answer.

Short Text

Again on factors 1,2,4,5. I think if you try to include all factors you are immediately creating too much complexity and challenge. In other words you'll not achieve what you set out to do!

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

Multi Choice

Agree

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

Short Text

Where is any investment in Katikati & Waihi Beach.? Rate payers up here have to use the shocking and disgusting sh2 corridor. Will you do anything to support this terrible situation? If not can we change boundaries and join the Waikato please!!!

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

Long Text

Public transport is critical for the future of our region. However, it must meet the needs of all the community and be accessible financially. Council in NZ just don't get that. They push people to public transport which is high cost, meant meet route or timing needs, and is unreliable. This should be the single focus for you. Get a reliable, affordable and usable system for your citizens. Then look at other initiatives. Otherwise all your planning will fail. This is predictable and probable.

Q15 Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice

Male / Tāne

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

NZ European / Pākehā

Q21 What is your post code (if known)

Short Text

3177

Q22 What is your district?

Multi Choice

Western Bay of Plenty

Q1 First Name

Short Text

Daniel

Q2 Last Name

Short Text

Kelsey

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

Select Box

Individual

Q4 Phone Number

Telephone

Q5 Email address

Email

Q6 Postal address

Short Text

Q7 I wish to keep my contact details confidential

Multi Choice

Yes

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

Multi Choice

Neutral

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

Short Text

Road conditions on local roads. ie Papamoa, Mount Maunganui

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

Multi Choice

Disagree

Q11 Q2. Please explain your answer.

Short Text

New Zealand's carbon emission output is very very small compared to many other countries and should not be a main focus.

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

Multi Choice

Neutral

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

Short Text

Resealing of roads for better road conditions in Papamoa/mount local roads

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

Long Text

Would love to see that the fixing of local roads around Papamoa and Tauranga are a main priority over starting a big new project and would be a lower cost.

Q15 Do you wish to be heard?

Multi Choice

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Lyn

Q2

Last Name

Short Text

Jarman

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Increase in housing = increase in cars and traffic

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Q14

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

Long Text

Q15

Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Female / Wahine

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Diego

Q2

Last Name

Short Text

Rego

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Neutral

Q11

Q2. Please explain your answer.

Short Text

Carbon emissions should not be a target but a benefit of getting a more efficient and reliable transport network

Q12

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

Multi Choice

Agree

Q13

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

Short Text

The trucks from the port heading to Auckland are the biggest problem and I don't see how you plan to improve that.

Q14

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

Long Text

The trucks shouldn't be in the same road as the cars. Yes, it would be less efficient for the companies to send stuff to Auckland, but going through SH2 shouldn't be the only way.

Make a separate lane only for trucks.

And buses every hour and on events (concerts, festivals) and more park and ride options.

Also, mount Maunganui should be pedestrian. The business group at the Mount hasn't done any research on how their businesses will improve if it becomes pedestrian. They just think they need parking on the street. They don't.

We need a bus service that goes regularly from parking places to the mount.

Q15 Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice

Male / Tāne

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

NZ European / Pākehā

Q21 What is your post code (if known)

Short Text

3116

Q22 What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Nathan

Q2

Last Name

Short Text

Wansbrough

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

A lifeless and unproductive Tauranga CBD

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Increasing mode share particularly for public transport will lead to less congestion on roads and more accessible and affordable connections around the region. Densifying with a focus on connectivity will lead to more vibrant centres.

Q12

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

Multi Choice

Disagree

Q13

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

Short Text

Although the goals stated in this plan are to support mode sharing and housing density, the vast majority of actual investment are for road projects that will not achieve these states goals nor contribute to reducing congestion as mode share would.

Q14

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

Long Text

The RLTP has great ambition to support our communities and better manage growth. The proposed projects do not, in any way reflect these ambitions and this disconnect should seriously concern residents, politicians and planners.

Q15 Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice

Male / Tāne

Q19 What year were you born?

Short Text

2003

Q20 What is your ethnicity?

Multi Choice

NZ European / Pākehā

Q21 What is your post code (if known)

Short Text

3118

Q22 What is your district?

Multi Choice

Western Bay of Plenty

Q1 First Name

Short Text

Kristy

Q2 Last Name

Short Text

Earnshaw

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

Select Box

Individual

Q4 Phone Number

Telephone

Q5 Email address

Email

Q6 Postal address

Short Text

Q7 I wish to keep my contact details confidential

Multi Choice

Yes

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

Multi Choice

Agree

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

Short Text

Poor public traffic routes, poor public transport timing, poor safety of those using a tive transport modes i.e the changes to cameron road have made it more dangerous. No acknowledgement of the high use of welcome bay road as a main route

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

Multi Choice

Strongly Disagree

Q11 Q2. Please explain your answer.

Short Text

The dsi reduction rate is highly unrealistic for the projected population growth. Increasing active transport options shouldnt effect/reduce private transport options

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

Multi Choice

Disagree

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

Short Text

Changing the Cambridge road/Tauriko turn off to a round about should be a number one priority as it is a death trap! The welcome bay road to cameron road improvements need to include fixing the back welcome bay road as this is a key regional road

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

Long Text

There needs to be an immediate change to the Cambridge road/tauriko T intersection.
The back of welcome bay road needs to be developed, it is a high use road by many from trucking companies to residents and also becomes the main route into town when there is traffic congestion/incidents near baypark. Stop neglecting it.

Welcome bay through to turret road needs a 3 lane wave light system to help congestion at peak times.

Q15 Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice

Female / Wahine

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice

Tauranga

Q1 First Name

Short Text

Matt

Q2 Last Name

Short Text

O'Sullivan

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

Select Box

Individual

Q4 Phone Number

Telephone

Q5 Email address

Email

Q6 Postal address

Short Text

Q7 I wish to keep my contact details confidential

Multi Choice

Yes

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

Multi Choice

Neutral

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

Short Text

All good to concentrate on public transport, but this does not help families. We can't take a bus from Welcome Bay to get the wees food shopping. We can take a bus to get to Netball games at the Mount on Saturday. Buses don't work all the time.....

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

Multi Choice

Disagree

Q11 Q2. Please explain your answer.

Short Text

All good to concentrate on public transport, but this does not help families. We can't take a bus from Welcome Bay to get the wees food shopping. We can take a bus to get to Netball games at the Mount on Saturday. Buses don't work all the time.....

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

Multi Choice

Neutral

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

Short Text

Less bus & cycle lanes - more lanes for cars. No congestion charges ! Buses are great for retired people - they are no use to young families getting around Tauranga.

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

Long Text

Less bus & cycle lanes - more lanes for cars. No congestion charges ! Buses are great for retired people - they are no use to young families getting around Tauranga. Getting from Welcome Bay to my work on Hewletts Rd would take two buses. This is time I miss with my kids & helping my wife with dinner. How do we get a week's shopping home from Cameron Rd on a Sunday? That ice cream still frozen? Please think of the logistics for families trying to move

around Tauranga.

Q15

Do you wish to be heard?

Multi Choice

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Nikki

Q2

Last Name

Short Text

Barnard

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Reluctance to use public transport

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Good to see objectives with actual numbers in

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Q14

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

Long Text

Improvement of roads around the port. Using concrete more such as Totara St

Q15

Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Female / Wahine

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Jolene

Q2

Last Name

Short Text

James

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Q14

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

Long Text

Q15

Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Female / Wahine

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Robyn

Q2

Last Name

Short Text

Gregory

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Improving state highway 29a when doing the lighting system at maungatapu/hairini

Q10

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

Multi Choice

Disagree

Q11

Q2. Please explain your answer.

Short Text

This statement is too broad to cover all you are wanting to do. Each area has its own issues.

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Leave Cameron road alone

Q14

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

Long Text

You really have no idea about the amount of cyclists that will use Cameron road so leave it as it is until all the other projects have been done and see the real impact after all the other projects have been completed

Q15

Do you wish to be heard?

Multi Choice

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

1964

Q20

What is your ethnicity?

Multi Choice

NZ European / Pākehā

Q21

What is your post code (if known)

Short Text

3112

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Sheena

Q2

Last Name

Short Text

Pharo

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

A lot of people travel from rural areas to town for work, we can't use public transport, so don't keep trying to force us

Q12

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

Multi Choice

Neutral

Q13

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

Short Text

Do not bring in the congestion fee/tax for our busy roads, we are all struggling as it is, without this. It's not going to fix the issue, it will just hurt us more. Bring back school buses.

Q14

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

Long Text

Please listen to our concerns and ideas, we, the people of this area who pay for the changes you make...don't make decisions for us that are not wanted by the majority!

Q15

Do you wish to be heard?

Multi Choice

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Western Bay of Plenty

Tauranga

Q1

First Name

Short Text

Susan

Q2

Last Name

Short Text

Brill

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Belk Road corner with S29 is now life threatening . We must have action, not ano5er report

Q12

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

Multi Choice

Strongly Agree

Q13

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

Short Text

Q14

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

Long Text

Belk Road intersection must be addressed before we have deaths. Pls give us safe access or at least lower the speed limit on S29 intersection urgently, not in another two years.

Q15

Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice

Q19 What year were you born?

Short Text 1959

Q20 What is your ethnicity?

Multi Choice NZ European / Pākehā

Q21 What is your post code (if known)

Short Text 3171

Q22 What is your district?

Multi Choice Western Bay of Plenty

Q1

First Name

Short Text

Angela

Q2

Last Name

Short Text

Young

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Driving in BOP is a joke! The entire nation is laughing at us as a region. Too many roadworks, too much congestion and road closures.

Q10

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

Multi Choice

Neutral

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Strongly disagree

Q13

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

Short Text

Focus on main roads, expand lanes back to two in each direction to get traffic flowing OR have actual bus routes which work and are affordable!

Q14

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

Long Text

Q15

Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Female / Wahine

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Vicki

Q2

Last Name

Short Text

Coe

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Disagree

Q13

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

Short Text

Cameron road stage 2 should be removed from list. Stage 1 is a total mess up!

Q14

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

Long Text

Roadways should provide for efficient traffic flow. Do not continue with the installation of numerous traffic lights and reduction of traffic lanes, removal of car parks and cycle lanes on one side of a road as has been done on Cameron Road stage 1. All that achieves is diverting traffic onto alternative smaller roads such as Devonport Road.

Q15

Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Prefer not to say

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice Prefer not to say

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Tauranga

Q1 First Name

Short Text

Andrew

Q2 Last Name

Short Text

Sommerville

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

Select Box

Individual

Q4 Phone Number

Telephone

Q5 Email address

Email

Q6 Postal address

Short Text

Q7 I wish to keep my contact details confidential

Multi Choice

No

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

Multi Choice

Strong agree

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

Short Text

None

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

Multi Choice

Strongly Agree

Q11 Q2. Please explain your answer.

Short Text

Seems to nail it

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

Multi Choice

Strongly Agree

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

Short Text

COngestion charging, particularly for port users and car commuters, free or reduced fares for PT

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

Long Text

Great start and hope it does not get highjacked by AA or similar.

Q15 Do you wish to be heard?

Multi Choice

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text 1967

Q20 What is your ethnicity?

Multi Choice NZ European / Pākehā

Q21 What is your post code (if known)

Short Text 3110

Q22 What is your district?

Multi Choice Tauranga

Q1 First Name

Short Text Julie

Q2 Last Name

Short Text Batten

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

Select Box Individual

Q4 Phone Number

Telephone

Q5 Email address

Email

Q6 Postal address

Short Text

Q7 I wish to keep my contact details confidential

Multi Choice Yes

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

Multi Choice Agree

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

Short Text

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

Multi Choice Agree

Q11 Q2. Please explain your answer.

Short Text

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

Multi Choice Neutral

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

Short Text

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

Long Text The biggest impact on road safety would be a much more comprehensive driver training program. NZ's driver training is woefully inadequate for the current roads, cycle paths and pavements. Unfortunately nobody is willing to take on this task as it would not be popular with the general public.

Q15 Do you wish to be heard?

Multi Choice

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Shawn

Q2

Last Name

Short Text

Gardner

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Q14

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

Long Text

Generally speaking I want to say that I really think BoPRC has done a great job with the bus services in and around Tauranga. I use the bus often and I think that it is a great option for lots of people, and I think more people would use it more often if they gave it a try.

I also love the upgrades to Cameron Road with the separated walking and cycle ways. I walk home from work about twice a week just because I like to get a bit of exercise, and those separated walkways make a huge difference. I'm a young healthy person, but I still have a lot of anxiety about getting hit by a car, the separation really helps. I'm excited to see those upgrades continue further.

I would like to suggest a system wherein there are robust walking/active transport networks that allow people to get around the city with limited stress from cars. I will say that Tauranga does this pretty well, but there are some gaps. I've been in some cities where there's a network of low-stress secondary pathways with little or no car traffic, sometimes lined with shops, it can be a really cool atmosphere. I don't know that Tauranga is quite yet at the necessary density to make that viable, but it would be amazing to see.

Q15 Do you wish to be heard?

Multi Choice No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Prefer not to say

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Georgina

Q2

Last Name

Short Text

Griffiths

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Inadequate infrastructure for active modes.

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

More needs to be done to make our streets safer for everyone using them. Safety above efficiency.

Q12

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

Multi Choice

Strongly Agree

Q13

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

Short Text

Q14

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

Long Text

In regards to urbanising SH30A in Rotorua there needs to be improvements made to the corridors that will become the alternative. Upgrading cycling and pedestrian infrastructure on Sala St and Old Taupo Rd will need to be done to ensure that these areas don't become even more unsafe for active modes.

Also the entire Fairy Springs/ Old Taupo Rd corridor has inadequate cycling and crossing facilities. This corridor needs to be upgraded to at least the same standard as Te Ngae rd.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Rotorua

Q1

First Name

Short Text

Fiona

Q2

Last Name

Short Text

Cameron

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

please please please get an app for public transport. the bee cards are too easy to lose, and too much of a faff.

Q12

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

Multi Choice

Agree

Q13

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

Short Text

A shared bike bath down old taupō and malfroy rds. hundreds of children walk these roads daily, and there is not even a controlled crossing at the corner of sunset and old taupō.

Q14

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

Long Text

(Copying from above) A shared bike bath down old taupō and malfroy rds. hundreds of children walk these roads daily, and there is not even a controlled crossing at the corner of sunset and old taupō.
(additional comment) old taupō/fairy springs and malfroy rd need bike lanes. my children bike it daily, on the very narrow broken footpaths. there are hundreds of cars converging in this region JUST dropping off children being driven to the four schools close to that intersection. kids could be independent if there were better paths to JPC, Malfroy, Girls High, and Rotorua Intermediate.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Rotorua

Q1

First Name

Short Text

Hamiora

Q2

Last Name

Short Text

Mutu

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Buses should run at night

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Agree

Q13

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

Short Text

More bike friendly infrastructure

Q14

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

Long Text

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

What is your post code (if known)

Q21

What is your district?

Short Text

Rotorua

Q22

Multi Choice

Q1

First Name

Short Text

Kerry Elisabeth

Q2

Last Name

Short Text

Gosling

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

I feel that you could add rural areas into the ...increasing levels of deprivation... with costs of fuel and road congestion

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Agree

Q13

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

Short Text

I think consideration of which are must have and nice to have with so many people struggling financially

Q14

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

Long Text

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Whakatane

Q1

First Name

Short Text

Blair

Q2

Last Name

Short Text

Rolfe

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strongly Disagree

Q9

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

Short Text

Keeping rates at an affordable level

Q10

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

Multi Choice

Strongly Disagree

Q11

Q2. Please explain your answer.

Short Text

What a load of nonsense, you say you want to reduce emissions yet implement things like slowing traffic with speed bumps, lower speed limits (both of which increase emissions) and have buses driving around empty most of the day.

Q12

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

Multi Choice

Strongly disagree

Q13

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

Short Text

Roads for cars, not bikes and walking (and I'm a cyclist). Every cycleway here in Rotorua is a seldomly used waste of ratepayers money.

Q14

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

Long Text

Stop wasting money on slowing down private vehicles and the ridiculous amount of money spent on underused cycleways.

Audit the bus routes in Rotorua, they're all mostly empty, one drives past my house maybe every half hour with zero to three people in it every day.

Drop the underutilised bus routes and cycleways and lower the rates.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

What is your district?

Q22

Rotorua

Multi Choice

Q1

First Name

Short Text

Richard

Q2

Last Name

Short Text

Malcolm

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Ferry to and from Omokoroa is essential for multi mode transport

Q14

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

Long Text

Ferry priority for city to Omokoroa is essential to reduce pressure on roading

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Western Bay of Plenty

Q1

First Name

Short Text

Peter

Q2

Last Name

Short Text

Wilson

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postaladdress

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Disagree

Q9

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

Short Text

Stop encouraging people to come here. Problem solved!!!

Q10

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

Multi Choice

Disagree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Disagree

Q13

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

Short Text

absolute no to cameron road stage 2

Q14

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

Long Text

Most of it is a complete waste of time and money

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

James

Q2

Last Name

Short Text

Epsom

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Neutral

Q9

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

Short Text

Building housing before infrastructure. Making buses difficult to access. Bayfair should have buses coming right up to the back door of the shopping centre.

Q10

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

Multi Choice

Neutral

Q11

Q2. Please explain your answer.

Short Text

No more houses until roading and public transport if fit for purpose.

Q12

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

Multi Choice

Neutral

Q13

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

Short Text

Money thrown at projects. What is the expected outcome of this expenditure in 3 years time?

Q14

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

Long Text

Tauranga/Mount Maunganui has been allowed to grow too fast without thinking of infrastructure (ie. Roading and movement of people). No more development until fully functioning facilities are in place.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?F

Short Text

Q20

What is your ethnicity?

Multi Choice

Prefer not to say

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Justin

Q2

Last Name

Short Text

Crooks

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Too much reliance on roads and air for interregional connectivity. We need to connect to our neighbouring economies with a frequent passenger rail services to unlock the economic potential of the region.

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Disagree

Q13

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

Short Text

Inter-regional rail, urban rapid transit. They balance of the busget is too much in favour of roads, We need PT to get a higher percentage of funding than roads in order to rebalance.

Q14

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

Long Text

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Patrice

Q2

Last Name

Short Text

Ordish-Benner

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

MORE public transport and bus lanes on all major routes into and around the city. ideally trains need to be set up ASAP

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Better public transport options faster. advertise it more so people know they have more options. make public transport faster than sitting in traffic with your car

Q14

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

Long Text

Q15

Do you wish to be heard?

Multi Choice

No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Female / Wahine

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Western Bay of Plenty

Q1 First Name

Short Text

Maureen

Q2 Last Name

Short Text

Conner

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

Select Box

Individual

Q4 Phone Number

Telephone

Q5 Email address

Email

Q6 Postal address

Short Text

Q7 I wish to keep my contact details confidential

Multi Choice

No

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

Multi Choice

Neutral

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

Short Text

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

Multi Choice

Agree

Q11 Q2. Please explain your answer.

Short Text

Getting more people to use transport reduces road congestion, green-house gases, road accidents etc.

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

Multi Choice

I don't know

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

Short Text

Have a seat at every bus stop and ideally a shelter too. The elderly are more likely to use buses but if there are no seats they are less likely to and if it's hot, cold or wet, even less so.

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

Long Text

Q15 Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

1952

Q20

What is your ethnicity?

Multi Choice

NZ European / Pākehā

Q21

What is your post code (if known)

Short Text

3015

Q22

What is your district?

Multi Choice

Rotorua

Q1

First Name

Short Text

Peter

Q2

Last Name

Short Text

Otway

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Neutral

Q13

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

Short Text

Q14

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

Long Text

As a resident of Omokoroa, I fully understand the concern expressed in the article in the BOP Times last Friday (23 Feb) regarding the massive residential building programme in Omokoroa before the vital infrastructure is in place. As we all know, what used to be a 20 minute drive into town can now take up to 2 hours (as I can personally confirm) thanks mainly to Omokoroa's existing population already over-taxing SH2. It seems almost inconceivable that this building programme can be allowed to proceed when relief from the proposed Tauranga Northern Link Stage 2 is not even on the horizon yet. In desperation, some other means of transport in and out of the city must meanwhile be found for Omokoroa. If not, we all become prisoners here. Yes, an attractive prison, obviously, but there are still many occasions when a visit to the city, especially the hospital and other medical services (or for cheaper food shopping!), become essential.

My interim solution until Stage 2 connects to Omokoroa is to acquire at least one (preferably electric) bus with retractable rail bogies. This could drive around Omokoroa picking up commuters and other passengers - on a timetable to tie in with Kiwi Rail's schedule - ending up on a platform at the lower end of Lynley Park Drive (to be constructed level with the rail tracks) to await the arrival of the next east-bound train. A soon as the train passes, the bus would drive onto the track and lower its bogies, then tailgate the train into the heart of Tauranga. There, it would launch itself off at The Strand and drive around the city (or even out to the airport), dropping off passengers wherever required and picking up new ones for the journey home, timed to coincide with the next west-bound train and follow it back to Omokoroa.

This would surely be a win-win situation for everyone, including BOP's CO2 reduction goal - and for Kiwi Rail as it would lift their currently damaged reputation at no cost or inconvenience to themselves!

I know this may sound like a whacky idea, but I see it as the only potential solution to the truly hopeless situation developing here. I hope you and your transport colleagues will at least be able to give the general idea some serious thought. For what it's worth, I am 'open' for e-discussion!

Sincerely

Peter Otway

Omokoroa 3114

Q15 Do you wish to be heard?

Multi Choice

No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice

Male / Tāne

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice

Western Bay of Plenty

Q1 First Name

Short Text

susan

Q2 Last Name

Short Text

muir

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

Select Box

Individual

Q4 Phone Number

Telephone

Q5 Email address

Email

Q6 Postal address

Short Text

Q7 I wish to keep my contact details confidential

Multi Choice

Yes

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

Multi Choice

Strongly Disagree

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

Short Text

the only challenges are infrastructure related --- stop trying to include a raft of other unrelated issues simply so the council can keep creating new jobs.

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

Multi Choice

Strongly Disagree

Q11 Q2. Please explain your answer.

Short Text

Regional Councils have no need to be using rate payers funding to administer transport objectives . More money down the proverbial drain

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

Multi Choice

Strongly disagree

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

Short Text

yes --prioritize downsizing like the rest of us in this recession and stop creating jobs for intellectuals pushing papaer

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

Long Text

Yes abolish the whole thing its just another bureaucratic excuse for robbing ratepayers who actually pay your wages-- some Maori landholders don't of course

Q15 Do you wish to be heard?

Multi Choice No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text 3183

Q22 What is your district?

Multi Choice

Q1

First Name

Short Text

Cameron

Q2

Last Name

Short Text

Ward

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Low innovation and small town and short term thinking when planning to address these issues - in particular roading - by far the most controllable of the challenges listed above at a local level.

Q10

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

Multi Choice

Neutral

Q11

Q2. Please explain your answer.

Short Text

They sound good, but lack meaningful intent and are not entirely fit for purpose or the future. No mention of innovation, or minimising/mitigating impact on peoples lives.

Q12

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

Multi Choice

Disagree

Q13

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

Short Text

There is a lack of visibility of method. The objectives themselves are not entirely out of place but obviously 1.1 million for a BP is ridiculous.

Q14

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

Long Text

The objectives are obvious, however the concern is that the methodology of past and current will be again unsuccessfully deployed. Roundabouts where we should be putting on/off ramps and traffic lights on State Highways are just a couple of the alarming band aids seen. This is without even getting into the devastation caused by the Cameron Rd fiasco.

My main concern is - do the same old thing and we will get the same old results. Thinking of targets to 2030 especially for infrastructure is not thinking big enough or aspirational enough.

Coinciding with this is the focus on a public transport system that would need significant overhaul to even begin to meet the needs of most people. Its current state is so far off fit for purpose as to be concerning that it was even deemed appropriate in the first place. Attempting to force people out of private vehicles - without a suitable efficient, cost effective alternative is ludicrous.

I suggest that there is also a very good chance that infrastructure planning is not our regions (or country) strong suite, and that opinions and reviews from countries that do this well should be sought in order to avoid future issues. At the very least, send some of the appropriate staff overseas to see how urban and regional planning is executed well - you do not need to go far.

If the current model and past thinking is to be continued, which is the very real concern and possibility, then all involved should not at any stage be proud of their accomplishments to date or past.

Perhaps focus less on the nice to haves, and become laser focussed on the need to haves to rebuild trust and credibility in what is a rate payer funded obligation that is currently lacking both.

Q15 Do you wish to be heard?

Multi Choice No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text 1977

Q20 What is your ethnicity?

Multi Choice NZ European / Pākehā

Q21 What is your post code (if known)

Short Text 3204

Q22 What is your district?

Multi Choice Western Bay of Plenty

Q1

First Name

Short Text

Hannah Irakau

Q2

Last Name

Short Text

Pehi

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Continuity between opposing government party changes and their priorities.

Q10

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

Multi Choice

Neutral

Q11

Q2. Please explain your answer.

Short Text

There are a lot of percentages there. I believe building up and not out. That the spaces we can create inbetween, community spaces, garden allotments, can increase belonging, self sufficiency within a community. It seems we are just doing the same thing.

Q12

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

Multi Choice

Q13

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

Short Text

Public transport. Electric/Hydrogen powered buses. Make them frequent from East Cape to Tga/Rotorua. Cheap. Get people's cars off the road. Make the experience pleasant.

Q14

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

Long Text

Need to focus on community resilience, If a mainline were to be cut off, how would that centre support itself and its immediate neighbours. Build community and connection, healthy, comfortable, warm and inviting public transport. Encourage community centres and activities.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

What is your post code (if known)

Q21

Short Text

Q22

What is your district?

Multi Choice

Opotiki

Q1

First Name

Short Text

Dr Namrita

Q2

Last Name

Short Text

Mesuria

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

n/a

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Why are there two agencies (TCC and BOPRC) with their cumbersome bureaucracies attempting to deal with the Transport Challenges? We need to look at a dedicated agency like Auckland Transport for our region.

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Looks great in paper but the fact that more than two organisations are overlapping roles to achieve these objectives is just senseless.

Q12

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

Multi Choice

Strongly Agree

Q13

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

Short Text

Q14

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

Long Text

Please commission a feasibility study into creating a dedicated transport agency for the BOP region so that our communities and region can benefit. At the moment in Tauranga, if there is an issue with the bus stop people need to call TCC and if there is an issue with bus services then BOPRC needs to be contacted. Why!? It is not fair on the community and it is simply a silly way to coordinate simple things. It's backwards at best and the only victim here is the community who want better public transport and services.

Q15 Do you wish to be heard?

Multi Choice No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Female / Wahine

Q19 What year were you born?

Short Text 1981

Q20 What is your ethnicity?

Multi Choice Prefer not to say

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Colleen

Q2

Last Name

Short Text

Abbott

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Bus route from CBD to airport . More picks ups in Central CBD to Mount Bayfair ie outside Farmers of #5 bus .
Currently too far for elderly to walk catch transport.

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

See you are looking to improve, a positive . As more people move to CBD ease to catch buses would be beneficial
with more pick up points

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Moving toward improvement which is always a positive

Q14

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

Long Text

No , my concern is really only CBD and having a more efficient bus system to cater for the influx of new residents
over the next few months and of course a bus to the airport.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Jacob

Q2

Last Name

Short Text

Jensen

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Neutral

Q13

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

Short Text

Q14

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

Long Text

Q15

Do you wish to be heard?

Multi Choice

No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Brendan

Q2

Last Name

Short Text

Hodson

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strongly Disagree

Q9

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

Short Text

nothing to do with regaion council

Q10

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

Multi Choice

Strongly Disagree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Strongly disagree

Q13

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

Short Text

nothing useful for papamoa

Q14

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

Long Text

Q15

Do you wish to be heard?

Multi Choice

No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

3118

Q22 What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Conah

Q2

Last Name

Short Text

Targett-Jones

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

These are all great things. I dont know if this list is hirachical but the housing issue needs to be addressed. Cap rents and put vacant home tax on anything that sits empty longer than a month.

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Prioritise non-road public transit infrastructure over any roads. Tauranga would be perfect for a tram system.

Q14

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

Long Text

Overall a good start. The regional plan is too focused on single occupancy car transport. All road building should be paused while tauranga invests in a train or lite rail system to connect the city.

Q15

Do you wish to be heard?

Multi Choice

No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text 1991

Q20 What is your ethnicity?

Multi Choice NZ European / Pākehā

Q21 What is your post code (if known)

Short Text 3112

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Samuel

Q2

Last Name

Short Text

Knowles

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Public and active mode share goals could be more ambitious than doubling share

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Q14

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

Long Text

There should be more funding for public and active transport, including rail

Q15

Do you wish to be heard?

Multi Choice

No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Western Bay of Plenty

Q1

First Name

Short Text

Adam

Q2

Last Name

Short Text

Smith

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

For me, the most important thing right now is cheap and accessible public transport, safer bike lanes and an improved carbon emission even at the cost of comfort in the short term.

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Q14

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

Long Text

More time and resources should be focused on public transport and cycling options in general over any new road developments to ease congestion and cost of living. As well as optimizing these systems and pushing for the quickest route to carbon net zero. I think if the budget allows for it, increasing the focus on bike lane development and subsidized bikes through employment plans or youth/school programs. Also making current bike lanes safer by reducing any unnecessary parking spaces, implmenting better road user education and maybe better physical indicators like small yellow barriers.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Western Bay of Plenty

Rotorua

Multi Choice

Q1

First Name

Short Text

Russell

Q2

Last Name

Short Text

Clarke

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Neutral

Q9

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

Short Text

Decades of underinvestment in public transport. City planners with no clue what they are doing. Councils/regional council that allows sprawl..

Q10

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

Multi Choice

Neutral

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Strongly disagree

Q13

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

Short Text

Regional rail links from Rotorua and Tauranga to Hamilton and Auckland. Light rail or passenger rail for Tauranga. Dedicated busways for Rotorua.

Q14

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

Long Text

The plan is a joke. Nothing more than rearranging the deck chairs on the titanic.

Bay of Plenty has some of the worst designed cities and public transport in the developed world. Poor traffic and low public transport use should be no surprise. How has growth in Papamoa been allowed without a dedicated public transport corridor been set aside.

The plan needs to be a bold step change in mentality. Prioritize public transport over cars. Spend what is planned on cars on public transport, and what is planned on public transport and cycling on cars.

Take a look at Sydney and the improvements they made by banning cars from the busiest street in the CBD and

putting light rail in its place. They are doing the same for the second CBD at Parramatta. If rates have to double to pay for something that is actually useful then it will be worth while. Light rail and regional rail should be part of the plan. Money should be set aside for an investigation of how previous councils have done such a bad job and what can be learnt from their mistakes. You should not just carry on doing the same things. Some examples from Rotorua; the recent shared path on Te Ngae Rd/ SH30 just stops at Sala St and doesn't continue to central Rotorua even though it isn't far. It also goes from shared path to single lane footpath for a couple of blocks between Brent and Basley Rd. For no reason! There is plenty of space for a wider path, and the footpath has just been rebuilt. The only reason I can see for this is the council/region council actively trying to discourage cycling. There are so many examples around the world to see what works and doesn't work in terms of effective city planning, public transport systems, and how to make things function. There should be no excuse for spending so much money to achieve so little. More roads will only make traffic worse. See the multiple reports/studies about this.

Q15 Do you wish to be heard?

Multi Choice No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Rotorua

Q1 First Name

Short Text

Julie

Q2 Last Name

Short Text

Sheridan

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

Select Box

Individual

Q4 Phone Number

Telephone

Q5 Email address

Email

Q6 Postal address

Short Text

Q7 I wish to keep my contact details confidential

Multi Choice

Yes

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

Multi Choice

Agree

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

Short Text

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

Multi Choice

Q11 Q2. Please explain your answer.

Short Text

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

Multi Choice

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

Short Text

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

Long Text

I suggest a roundabout at the corner of Concord Ave and Maunganui Road would greatly reduce the number of vehicles using Links Ave and Golf Road.

Q15 Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Josh

Q2

Last Name

Short Text

Hodson

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Improved frequency of buses

Q14

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

Long Text

Q15

Do you wish to be heard?

Multi Choice

No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Western Bay of Plenty

Q1

First Name

Short Text

Michele

Q2

Last Name

Short Text

Beach

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

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

Multi Choice

Strongly Disagree

Q9

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

Short Text

You missed REALITY. You talk about climate change et al when it's ALL BULLSHIT. STOP IT, WE SEE YOU

Q10

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

Multi Choice

Strongly Disagree

Q11

Q2. Please explain your answer.

Short Text

More Smart city, climate cult agenda 2030 bullshit. JUST FIX THE BLOODY ROADS . Stop gaslighting is & blaming us for your interfering NONSENSE.

Q12

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

Multi Choice

Strongly disagree

Q13

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

Short Text

Stop lying about climate change , zero carbon means DEATH to everyone. No one uses stupid public transport anyway, again leave us alone.

Q14

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

Long Text

This is a pathetic attempt to CONvince us the climate is being harmed by us meanwhile the geoengineered weather is creating the illusion of climate hoax. All you are really doing is rolling out the WEF, UN agenda & charging us exorbitant amounts of money to eliminate ourselves. WE SEE YOU.

Q15	Do you wish to be heard?
Multi Choice	No
Q16	I will speak in:
Multi Choice	
Q17	I wish to speak in the location of:
Multi Choice	
Q18	How do you identify your gender?
Multi Choice	Female / Wahine
Q19	What year were you born?
Short Text	
Q20	What is your ethnicity?
Multi Choice	NZ European / Pākehā
Q21	What is your post code (if known)
Short Text	3194
Q22	What is your district?
Multi Choice	Whakatane

Q1

First Name

Short Text

Thorley

Q2

Last Name

Short Text

Robbins

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Strongly Agree

Q13

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

Short Text

Q14

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

Long Text

Q15

Do you wish to be heard?

Multi Choice

No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice NZ European / Pākehā

Q21 What is your post code (if known)

Short Text 3110

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Nicola

Q2

Last Name

Short Text

Gibbons

Q3

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

Select Box

Organisation (if applicable)

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

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

Multi Choice

Neutral

Q9

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

Short Text

Q10

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

Multi Choice

Neutral

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Neutral

Q13

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

Short Text

Q14

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

Long Text

Submitting here as I catch the bus and am finding it all is going really well. Except to let you know something that has been overlooked. Unless you catch the bus you might not realise. At the Farm Street interchange at Bayfair, one side of the street has lots of bus stops to shade under and get out of the rain, but on the other side of the road is none! Not sure why this is. If its hot there is no shade, if its raining there is no cover to stay dry. Its fantastic to see that more bus shelters have been put up along the way out to Papamoa East. Great to see! But as the interchange is used by many people.... please put in a bus shelter there. It would mean more people would use the bus. Thankyou! Also I would love to see trains more used for transport of people in Tauranga Moana. As the railway lines are already there. It would make it much more accesible but also a great experience for tourists. As the city is actually a beautiful city, going over all the waterways, and using the train would be a really nice experience. As well as of course being

more sustainable and cutting down on congestion. Thankyou, Nicola

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known

Short Text

3118

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Kylie

Q2

Last Name

Short Text

De Vries

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Roads need to be prioritised. WOF for cars but the roads are trash.

Q12

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

Multi Choice

Neutral

Q13

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

Short Text

Buses from Kawerau to Whakatane everyday!

Q14

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

Long Text

Buses from Kawerau. Most residents work/school out of town we need more public transport.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Kawerau

Q1

First Name

Short Text

Cathy

Q2

Last Name

Short Text

Poppe

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Disagree

Q9

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

Short Text

The above challenges are faced by all large cities. It is the norm

Q10

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

Multi Choice

Disagree

Q11

Q2. Please explain your answer.

Short Text

Our current modes of transport adequately meet the needs of our community. No further action is required

Q12

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

Multi Choice

Strongly disagree

Q13

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

Short Text

Q14

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

Long Text

You need to reduce spending as well as achieving your outcomes. You need to live within your means. You are proposing to increase the passenger transport levy in the 2024/2025 year by more that wages are increasing.

Q15

Do you wish to be heard?

Multi Choice

No

Q16 I will speak in:

Multi Choice

Q17 I wish to speak in the location of:

Multi Choice

Q18 How do you identify your gender?

Multi Choice Female / Wahine

Q19 What year were you born?

Short Text

Q20 What is your ethnicity?

Multi Choice

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Tauranga

Q1

First Name

Short Text

Vicki

Q2

Last Name

Short Text

Semmens

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Public attitudes. The majority think they have a right to free parking and road usage and don't understand the true costs.

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Transport needs an integrated approach. Housing and commercial development plans must integrate with public transport

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Public transport integrated with other regions. E.g A bus service that connects with trains to Auckland and Wellington. Also a safe app that encourages car sharing.

Q14

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

Long Text

On demand shuttle bus services in areas with a high elderly population as in Hamilton. Safe pedestrian and cycling provision along Hewletts road and to the airport. Lock up bike covered stations at Bayfair and Central Tauranga Bus stations.
Educate, educate, educate on the true costs of transport.
Good luck.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Chris

Q2

Last Name

Short Text

Mitchell

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Agree

Q9

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

Short Text

Non-use, and lack of will to live === KiwiRail we need a cost effective, fully electrified freight & passenger option. Similarly there is a complete void == coastal shipping. Trucks are not paying 4 damage they do; ban on council roads. TCC cycle policy.

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

I agree with the objectives but we need a concrete list of actions, not objectives.

Q12

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

Multi Choice

Neutral

Q13

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

Short Text

low cost bike lanes and removing TCC from anything to do with roading.

Q14

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

Long Text

The situation in Tauranga is that cycling advocates continually sight examples of best practise in Christchurch and Wellington (and overseas) that are low cost, safe and pragmatic. TCC ignores the cycling community building enormous expensive white-elephant projects that don't work, are not fit for purpose and merely serve to prove their point of view that cycleways are not worth having. Examples include, papamoa beach, cameron road, TEL to Kaituna, vale st. Hewletts road.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Rotorua

Tauranga

Q1

First Name

Short Text

Terry

Q2

Last Name

Short Text

Calmeyer

Q3

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

Select Box

Individual

Q4

Phone

Telephone

Number

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Agree

Q13

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

Short Text

Q14

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

Long Text

I support using public transport like busses and trains. I live in Omokoroa and work in Tauranga. The bus service is on this route is not frequent enough for me to get to and home from work when required. With recent delays caused by roadworks, most urgently required is for a bus that leaves Omokoroa earlier in the morning and consistently arrives in town before 8am.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Western Bay of Plenty

Q1

First Name

Short Text

Ross

Q2

Last Name

Short Text

Hollman

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Neutral

Q13

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

Short Text

Q14

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

Long Text

I agree with the Challenges and Objectives but I'm unsure the Priorities are solving the Challenges and delivering the Objectives. I'd like to see a greater focus on alternative (active) methods of transport.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Whakatane

Q1 First Name

Short Text

Jed

Q2 Last Name

Short Text

Macmillan

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

Select Box

Individual

Q4 Phone Number

Telephone

Q5 Email address

Email

Q6 Postal address

Short Text

Q7 I wish to keep my contact details confidential

Multi Choice

Yes

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

Multi Choice

Strong agree

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

Short Text

Pollution and health risks from traffic fumes.

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

Multi Choice

Strongly Agree

Q11 Q2. Please explain your answer.

Short Text

Environmental sustainability most important. Need more options for cycling and walking. Need more frequent buses. Need trains to get to Auckland easily without driving.

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

Multi Choice

I don't know

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

Short Text

I don't know about some of these reading projects but I want to see safer cycling options everywhere. It's just too dangerous at the moment. I also want to see trains to Auckland.

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

Long Text

Everything seems to be geared up to cars and trucks. Doesn't seem to be enough focus on cycling, walking, busses and trains.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Western Bay of Plenty

Q1

First Name

Short Text

Mary

Q2

Last Name

Short Text

Koukourakis

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Challenging for me to get around on my mobility scooter. Not enough footpaths.

Q10

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

Multi Choice

Agree

Q11

Q2. Please explain your answer.

Short Text

The roads have become very dangerous. Cars go much faster now. There should be more speed restrictions. The bus service is good but could be more frequent. It would be good to see more buses and more safe biking and walking.

Q12

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

Multi Choice

Neutral

Q13

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

Short Text

As above, need more investment in shared paths, cyclways and walkways. I would also like to see passenger rail. Tauranga used to have it and now it's gone. More investment in more frequent bus service too.

Q14

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

Long Text

I want to be able to live in a region where traveling safely and not by car is easier. I think we are too dependent on cars these days. We need to fund other forms of transport such as more busses, trains and safer walking and going by bicycle. The emissions is also a major concern. We need to do our bit for climate change. Transport is a big problem with emissions. Less cars and more public transport will help this.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Lucas

Q2

Last Name

Short Text

Macmillan

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Need to drastically reduce carbon emissions. Currently there are way too many cars on the roads emitting and polluting. Need big shift in behaviour and options for people to use public transport and cycle, scooter, walk etc.

Q12

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

Multi Choice

Disagree

Q13

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

Short Text

I don't think there is enough emphasis on public transport and walking and cycling. Could have connected communities using boardwalks around estuaries in Tauranga for example. Need to reduce emissions not just build more roads. More roads - more congestio

Q14

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

Long Text

As I said above, it's very road heavy. I get that we need to maintain our reading network but we need to build smart, dense cities with good connecting public transport, not just sprawl out with single storey housing and more and more roads. There needs to be much more investment in public transport, including ferries and trains. And need to connect communities with good cycle ways and cycle lanes.

The national ticketing system is a no brainer. NZ is quite backward the way the Bee card doesnt work in Auckland

etc.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Western Bay of Plenty

Q1

First Name

Short Text

John

Q2

Last Name

Short Text

Henry

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Affordability and innovation

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Smarter public transport so more with less

Q12

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

Multi Choice

Strongly Agree

Q13

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

Short Text

Tutanekai pedestrian spine... mall to Lake with signaled crossing at Arawa

Q14

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

Long Text

Improve the routers for Rotorua buses and keep the airport bus with improved frequency and smarter timings.
Consider on demand public transport and scooters.

Q15

Do you wish to be heard?

Multi Choice

Yes

Q16 I will speak in:

Multi Choice English

Q17 I wish to speak in the location of:

Multi Choice Rotorua

Q18 How do you identify your gender?

Multi Choice Male / Tāne

Q19 What year were you born?

Short Text 1980

Q20 What is your ethnicity?

Multi Choice Māori

Q21 What is your post code (if known)

Short Text

Q22 What is your district?

Multi Choice Rotorua

Q1

First Name

Short Text

Pualele

Q2

Last Name

Short Text

Westhead

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

No

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Q10

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

Multi Choice

Neutral

Q11

Q2. Please explain your answer.

Short Text

Inclusive access by doubling use is a poor answer when use is currently low. Economic prosperity still uses road transport as main carrier so reducing emissions very unlikely. Train usage levels currently low. Awareness of climate urgency is poor in plans

Q12

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

Multi Choice

Neutral

Q13

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

Short Text

Do not know

Q14

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

Long Text

The region wide two points I support

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Female / Wahine

Q19

What year were you born?

Short Text

1958

Q20

What is your ethnicity?

Multi Choice

Samoaan

Q21

What is your post code (if known)

Short Text

3112

Q22

What is your district?

Multi Choice

Tauranga

Q1

First Name

Short Text

Kester

Q2

Last Name

Short Text

Insall-Reid

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Strong agree

Q9

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

Short Text

Poor walking pavements and cycleways. Zero rail transport and poor regional transport.

Q10

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

Multi Choice

Strongly Agree

Q11

Q2. Please explain your answer.

Short Text

Q12

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

Multi Choice

Strongly disagree

Q13

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

Short Text

Regional rail to Auckland. Metro rail within Tauranga. Upgraded freight rail to take trucks off road. To make a four lane expressway to omokoroa. It's going to cost billions. The most dangerous piece of road in Tauranga is the Kaimai crossing.

Q14

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

Long Text

It's so short sighted and visionless. It begins with good words like severe housing shortage, car dependency and bad environmental outcomes then suggests solutions like building a two billion dollar road to omokoroa. We need desperately to take trucks off the road. The BOP regional council owns the port. Force the port to use rail rather than trucks. Invest in regional rail. We are so close to Hamilton and Auckland we should have a fast rail link to these places. We need rail transportation between omokoroa mt and the city and Papamoa. And more cycleways and walking paths. It needs to be a network to be effective.

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known

Short Text

Q22

What is your district?

Multi Choice

Tauranga

Western Bay of Plenty

Q1

First Name

Short Text

Daya

Q2

Last Name

Short Text

Singh

Q3

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

Select Box

Individual

Q4

Phone Number

Telephone

Q5

Email address

Email

Q6

Postal

address

Short Text

Q7

I wish to keep my contact details confidential

Multi Choice

Yes

Q8

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

Multi Choice

Disagree

Q9

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

Short Text

Public transport is not preferred by commuters, Zero industry or job growth. It is becoming Housing NZ - House build target capital. All local & Central Govt plans are favouring this.

Q10

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

Multi Choice

Disagree

Q11

Q2. Please explain your answer.

Short Text

Already 75% buses run empty on weekends & off hours, Doubling and tripling will make no difference but add more cost to poor Ratepayers & Govt, The cycle lanes and Foot paths eg Te Ngae Road are bigger than single vehicle lanes. No cyclers in sight.

Q12

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

Multi Choice

Neutral

Q13

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

Short Text

Common Sense plan costs are way too high e.g Pak and Ride trial Papamoa

Q14

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

Long Text

Pretty much we are in recession, Rethink and Sensible spending is required for priorities

Q15

Do you wish to be heard?

Multi Choice

No

Q16

I will speak in:

Multi Choice

Q17

I wish to speak in the location of:

Multi Choice

Q18

How do you identify your gender?

Multi Choice

Male / Tāne

Q19

What year were you born?

Short Text

Q20

What is your ethnicity?

Multi Choice

Q21

What is your post code (if known)

Short Text

Q22

What is your district?

Multi Choice

Rotorua

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



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

Consultation closes 4pm on Sunday, 24 March 2024.



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

Draft document available
23 February 2024



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

Have your say
23 February to
24 March 2024



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

Hearings
10-12 April 2024



Visit any of our offices across the Bay of Plenty:

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

Deliberations
7-8 May 2024

Plan adopted
5 June 2024

Puka Whakauru Submission Form



Your details

First name: *Nicole*
Last name: *Clarke*

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

☒ Individual ☐ Organisation (if applicable):

Phone number:

Email address:

Postal address:

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

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

Your gender:

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

Year of birth:

☐ Prefer not to say

Your ethnicity:

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

Submitting in person?

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

☐ Yes ☒ No

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

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

1

Ngā wero | Challenges p.2

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

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

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

3

Ngā whakaarotau ā-rohe | Regional priorities p.6

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

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

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

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

Speed limits in some areas should be reduced. More walking/cycling lanes and frequent bus services from Opotiki to Whakatāne

2

Ngā whāinga | Objectives p.4

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

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

Please explain your answer:

4

Kōrero mai | Comments

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

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

You can also make a submission online at participate.boprc.govt.nz/rltp

Once completed please send this form to:
Freepost Number 122076
RLTP Submissions
Bay of Plenty Regional Council
PO Box 364, Whakatāne 3158

Submissions close 4pm
on Sunday, 24 March 2024.



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



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Consultation closes 4pm on Sunday, 24 March 2024.

A

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23 February 2024**

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form and post it to us at:
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Bay of Plenty Regional Council
PO Box 364, Whakatāne 3158**

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24 March 2024**

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10-12 April 2024**

D

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

**Plan adopted
5 June 2024**

Puka Whakauru Submission Form



Your details

First name:

Last name:

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

☒ Individual ☐ Organisation (if applicable):

Phone number:

Email address:

Postal address:

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

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Your gender:

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

Year of birth:

☐ Prefer not to say

Your ethnicity:

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

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☐ Yes ☒ No

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

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

1

Ngā wero | Challenges p.2

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

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

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

3

Ngā whakaarotau ā-rohe | Regional priorities p.6

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

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

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

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

Pātai | Question

Pātai | Question

2

Ngā whāinga | Objectives p.4

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

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

Please explain your answer:

4

Kōrero mai | Comments

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

Bus down Sala Street please.
Use mini vans instead of large buses
Don't have a bike lane and a shared bike/foot path
→ curbside switch in + out → not safe.

Pātai | Question

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

You can also make a submission online at participate.boprc.govt.nz/rltp

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24 March 2024**

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10-12 April 2024**

D Visit any of our offices across
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- 1 Elizabeth St, Tauranga
- 1118 Fenton Street, Rotorua

**Deliberations
7-8 May 2024**

**Plan adopted
5 June 2024**

RLTP2024-0062

Puka Whakauru Submission Form



Your details

First name:

MARLONE DEVEREUX

Last name:

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

☒ Individual

☐ Organisation (if applicable):

Phone number:

Email address:

Postal address:

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

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Your gender:

☐ Male / Tāne

☒ Female / Wahine

☐ Another gender / He ira kē anō

☐ Prefer not to say

Your ethnicity:

☐ NZ European (Pākehā)

☒ Māori

☐ Samoan

☐ Cook Islander

☐ Tongan

☒ Niuean

☐ Chinese

☐ Indian

☐ Prefer not to say

☐ Other - e.g. Dutch, Japanese, Tokelauan etc.

Year of birth:

☐ Prefer not to say

Submitting in person?

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

☐ Yes ☒ No

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

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

1

Ngā wero | Challenges p.2

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

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

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

2

Ngā whāinga | Objectives p.4

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

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

Please explain your answer:

3

Ngā whakaarotau ā-rohe | Regional priorities p.6

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

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

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

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

4

Kōrero mai | Comments

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

SUPPORT TNG*2
PT 2 AT FUNDING A MUST.

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

You can also make a submission online at participate.boprc.govt.nz/rltp

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on Sunday, 24 March 2024.



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RLTP Submissions
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24 March 2024

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Hearings
10-12 April 2024

D

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

Deliberations
7-8 May 2024

Plan adopted
5 June 2024

RLTP2024-0063

Puka Whakauru Submission Form



Your details

First name:

Last name:

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

☒ Individual ☐ Organisation (if applicable):

Phone number:

Email address:

Postal address:

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

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Your gender:

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

Year of birth:

☐ Prefer not to say

Your ethnicity:

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

Submitting in person?

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☒ Yes ☐ No

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

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

1

Ngā wero | Challenges p.2

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

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



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

3

Ngā whakaarotau ā-rohe | Regional priorities p.6

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

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

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



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

4

Kōrero mai | Comments

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

2

Ngā whāinga | Objectives p.4

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

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



Please explain your answer:

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

You can also make a submission online at participate.boprc.govt.nz/rltp

Once completed please send this form to:
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RLTP Submissions
Bay of Plenty Regional Council
PO Box 364, Whakatāne 3158

Submissions close 4pm
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How to have your say on the draft Te Mahere tūnuku ā-papa ā-rohe Regional Land Transport Plan 2024-2034



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

**Draft document
available
23 February 2024**



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

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



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

**Hearings
10-12 April 2024**



**Visit any of our offices across
the Bay of Plenty:**
• 5 Quay Street, Whakatāne
• 1 Elizabeth St, Tauranga
• 1118 Fenton Street, Rotorua

**Deliberations
7-8 May 2024**

**Plan adopted
5 June 2024**

RLTP2024-0064

Puka Whakauru Submission Form



Your details

First name:

Last name:

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

☐ Individual ☐ Organisation (if applicable):

Phone number:

Email address:

Postal address:

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

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Your gender:

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

Your ethnicity:

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

Year of birth:

☒ Prefer not to say

Submitting in person?

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

☐ Yes ☐ No

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

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

1

Ngā wero | Challenges p.2

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

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

✓

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

I disagree our roads around Opotiki really not up to Roadway used.

3

Ngā whakaarotau ā-rohe | Regional priorities p.6

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

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

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

✓

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

4

Kōrero mai | Comments

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

Need Roundabouts by St John's and Bridge Street so traffic can flow or light's

Potholes need fixing all around our town.

Humps down St John Street.

2

Ngā whāinga | Objectives p.4

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

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

✓

Please explain your answer:

Only because all these roads around NS2 are getting done else where what about our small towns like Opotiki

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

You can also make a submission online at participate.boprc.govt.nz/rltp

Once completed please send this form to:
Freepost Number 122076
RLTP Submissions
Bay of Plenty Regional Council
PO Box 364, Whakatāne 3158

Submissions close 4pm
on Sunday, 24 March 2024.



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



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

Consultation closes 4pm on Sunday, 24 March 2024.



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

**Draft document
available
23 February 2024**



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

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



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

**Hearings
10-12 April 2024**



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

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

**Deliberations
7-8 May 2024**

**Plan adopted
5 June 2024**

RLTP2024-0065

Puka Whakauru Submission Form



Your details

First name:

IAN

Last name:

GUY

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

☒ Individual

☐ Organisation (if applicable):

Phone number:

Email address:

Postal address:

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

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

Your gender:

☒ Male / Tāne

☐ Female / Wahine

☐ Another gender / He ira kē anō

☐ Prefer not to say

Year of birth:

☐ Prefer not to say

Your ethnicity:

☒ NZ European (Pākehā)

☐ Māori

☐ Samoan

☐ Cook Islander

☐ Tongan

☐ Niuean

☐ Chinese

☐ Indian

☐ Prefer not to say

☐ Other - e.g. Dutch, Japanese, Tokelauan etc.

Submitting in person?

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

☐ Yes ☒ No

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

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

1

Ngā wero | Challenges p.2

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

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

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

LACK OF RAIL IN TAURANGA

2

Ngā whāinga | Objectives p.4

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

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

Please explain your answer:

3

Ngā whakaarotau ā-rohe | Regional priorities p.6

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

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

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

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

4

Kōrero mai | Comments

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

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

You can also make a submission online at participate.boprc.govt.nz/rltp

Once completed please send this form to:
Freepost Number 122076
RLTP Submissions
Bay of Plenty Regional Council
PO Box 364, Whakatāne 3158

Submissions close 4pm
on Sunday, 24 March 2024.



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Consultation closes 4pm on Sunday, 24 March 2024.

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

Draft document
available
23 February 2024

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

Have your say
23 February to
24 March 2024

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

Hearings
10-12 April 2024

D Visit any of our offices across
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• 5 Quay Street, Whakatāne
• 1 Elizabeth St, Tauranga
• 1118 Fenton Street, Rotorua

Deliberations
7-8 May 2024

Plan adopted
5 June 2024

RLTP2024-0066

Puka Whakauru Submission Form



Your details

First name:

Melvyn

Last name:

Fountain

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



Individual



Organisation (if applicable):

Phone number:

Email address:

Postal address:

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

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

Your gender:



Male / Tāne



Female / Wahine



Another gender / He ira kē anō



Prefer not to say

Year of birth:



Prefer not to say

Your ethnicity:



NZ European (Pākehā)



Māori



Samoan



Cook Islander



Tongan



Niuean



Chinese



Indian



Prefer not to say



Other - e.g. Dutch, Japanese, Tokelauan etc.

Submitting in person?

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



Yes



No

I will speak in:



English



Te Reo Māori



Sign language

I wish to speak in the location of



Whakatāne



Rotorua



Tauranga



Online

1

Pātai | Question

Ngā wero | Challenges p.2

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

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

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

2

Pātai | Question

Ngā whāinga | Objectives p.4

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

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

Please explain your answer:

3

Pātai | Question

Ngā whakaarotau ā-rohe | Regional priorities p.6

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

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

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

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

4

Pātai | Question

Kōrero mai | Comments

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

Jump Drives
Signage @ Bus Stops
Too many humpbumps.

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

You can also make a submission online at participate.boprc.govt.nz/rltp

Once completed please send this form to:
Freepost Number 122076
RLTP Submissions
Bay of Plenty Regional Council
PO Box 364, Whakatāne 3158

Submissions close 4pm
on Sunday, 24 March 2024.



File No: 21 20 88A
Document No: 28689752
Queries to: Kimberley Bell



8 March 2024

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

Private Bag 3038
Waikato Mail Centre
Hamilton 3240
New Zealand

waikatoregion.govt.nz
0800 800 401

Email: rltp2024@boprc.govt.nz

Dear Sir/Madam,

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

This submission was formally endorsed by the Waikato Regional Transport Committee under delegated authority of the chair on 11 March 2024.

Thank you for the opportunity to make a submission on the draft Bay of Plenty Regional Land Transport Plan 2024-2034. As a neighbouring region and key transport partner, we support Bay of Plenty's strategic direction with its focus on five core areas: safety, environmental sustainability, accessibility, resilience and supporting growth. This direction aligns well with Waikato's draft RLTP and highlights the importance of joined thinking and links between the two regions.

We commend the Bay of Plenty Regional Transport Committee on developing a comprehensive and robust document, which looks to address land transport issues that are of mutual significance to the Waikato region. We **support** the strategic upper North Island context and policies in your draft RLTP and the importance of taking a collaborative approach to infrastructure planning and investment, particularly for the SH1/29 East Coast Main Trunk Line. This sharing of knowledge has resulted in strong inter-regional policy alignment and identification of mutually significant inter-regional activities.

Detailed submission points

We specifically **support** the following economic prosperity policies in your draft RLTP, where the Waikato Regional Council (WRC) has been identified as a key implementation partner:

Policy 4.1 – *“Co-ordinate planning and prioritise investment for roads, rail, and shipping to ensure that freight movements in the region and the upper North Island are managed in an integrated manner. (Waka Kotahi, KiwiRail, Port of Tauranga, BOPRC, WRC, city, and district councils).”*

Policy 4.2 – *“Collaborate with neighbouring regions, city and district councils, Waka Kotahi and KiwiRail to protect the function of existing and future inter-regional strategic transport corridors. (UNISA, BOPRC, WRC, AC, GDC, HBRC, HRC, Waka Kotahi, KiwiRail, city and district councils).”*

Policy 4.7 – *“Promote, develop, and protect the State Highway 1/29-East Coast Main Trunk corridor as the strategic long-term corridor connecting Auckland and the Waikato with the Bay of Plenty. (UNISA, Waka Kotahi, KiwiRail, city and district councils, BOPRC, WRC, AC).”*

Policy 4.9 – *“Improve and maintain key inter and intra-regional tourism routes to provide safe and efficient access to major tourist destinations. (Waka Kotahi, regional tourism organisations, city, and district councils, BOPRC, WRC).”*

Policy 4.10 – *“Strongly advocate for increased investment in rail capacity, rolling stock and future passenger rail in the region and the upper North Island to accommodate projected inter and intra-regional freight and people movements. (Regional Transport Committees, UNISA, KiwiRail, BOPRC, WRC, AC).”*

These policies are complimentary to policies in section 3.6 of our draft Waikato RLTP, Growth and economic development and strategic corridors templates. The Bay of Plenty Regional Council has been identified as a key partner in implementing this corresponding inter-regional policy.

Collectively, these policies will protect the function of, and prioritise investment to our strategically important road and rail corridors, ensuring the efficiency of freight movements in the upper North Island. Focussing on efficiency and enhancing the role of rail through the upper North Island will also contribute to our climate change and resilience responsibilities.

We also specifically **support** the following activities of inter-regional significance:

- o SH 29 Piarere to Tauriko - SH 29 corridor improvements arising from the SH 29 Piarere to Tauriko business case
- o SH 2 Waihi to Tauranga Corridor Programme - Five key packages of work focused on improving road safety, providing more reliable journey times and supporting growth
- o Waihi to Waihi Beach Cycle Trail - Development of a cycleway linkage that connects the Hauraki Cycle Trail in the Waikato to Waihi Beach in the Bay of Plenty region.

The draft Waikato RLTP also identifies corridor improvements on SH29 from Piarere to Tauriko and activities that improve safety outcomes on the SH2 corridor, to improve overall efficiency of the strategic transport network in and around the Port of Tauranga.

It is noted that our draft also identifies rail activities on the East Coast Main Trunk line (ECMT) as inter-regionally significant for our two regions. Section 4.4 “Inter-regionally significant activities” in the draft Waikato RLTP includes :

“Support activities that enhance resilience and efficiency of the ECMT, including future proofing for future inter-regional passenger rail (electrification of rail network, Kaimai Tunnel, 3rd and 4th main lines on NIMT).”

“Support the Bay of Plenty business case for a Hamilton to Tauranga inter-regional passenger rail service.”

“Support the Bay of Plenty in extending cross-boundary public transport services (e.g. Waihi Beach to Waihi).”

The Waikato draft RLTP has also included Inter-regional initiatives identified by Future Proof (Waikato) and Smart Growth (Bay of Plenty) partners.

We **request** that the wording included in table 5.13 of the Bay of Plenty draft RLTP is amended to read: *“There is the potential to Support re-introduction of inter-regional passenger rail services between Tauranga, Hamilton and Auckland.”* This will ensure consistency across our RLTPs and further highlight the importance of rail in the upper North Island.

Once again, we thank you for the opportunity to submit on your draft RLTP and we wish you well with the final stage of your RLTP development process.

Please note, we **do not** wish to be heard in respect of this submission.

Should you have any queries regarding the content of this submission please contact Kimberley Bell, Policy Advisor, Transport Policy and Programmes team directly on (07) 859 0595 or by email kimberley.bell@waikatoregion.govt.nz.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Downard', with a large initial 'D'.

Councillor Mich'eal Downard
Chair of Waikato Regional Transport Committee.

Puka Whakauru



Your details

First name: Eileen

Last name: Muir

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

☒ Individual ☐ Organisation (if applicable):

Phone number:

Email address:

Postal address:

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

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

Your gender:

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

Year of birth:

☐ Prefer not to say

Your ethnicity:

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

Submitting in person?

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

☐ Yes ☒ No

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

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

Ngā wero | Challenges p.2

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

Strongly
Agree

Agree

Neutral

Disagree

Strongly
Disagree

I don't
know

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



Ngā whāinga | Objectives p.4

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

Strongly
Agree

Agree

Neutral

Disagree

Strongly
Disagree

I don't
know

Please explain your answer:

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

You can also make a submission online at participate.boprc.govt.nz/rltp

Once completed please send this form to:

Freepost Number 122076

RLTP Submissions

Bay of Plenty Regional Council

PO Box 364, Whakatāne

Ngā whakaarotau ā-rohe | Regional priorities p.6

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

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

Strongly
Agree

Agree

Neutral

Disagree

Strongly
Disagree

I don't
know

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

Kōrero mai | Comments

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

I object to Cameron Rd stage 2 development going ahead. It will reduce roadside parking and drive people away from coming and leaving Tauranga city.

I object to having more traffic lights that slow down traffic thus causing congestion.

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



**BAY OF PLENTY
REGIONAL COUNCIL**
TOI MOANA

Puka Whakauru



Your details

First name: Natalia Mckeown

Last name: A

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

☒ Individual ☐ Organisation (if applicable):

Phone number: -

Email address: -

Postal address: -

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

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

Your gender:

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

Your ethnicity:

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

Year of birth:

☒ Prefer not to say

I will be at work so cant attend

Submitting in person?

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

☐ Yes ☒ No

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

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



Pātai | Question

Ngā wero | Challenges p.2

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

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

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



Pātai | Question

Ngā whāinga | Objectives p.4

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

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

Please explain your answer:

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

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Once completed please send this form to:
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Ngā whakaarotau ā-rohe | Regional priorities p.6

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

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

Strongly
Agree

Agree

Neutral

Disagree

Strongly
Disagree

I don't
know

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

Kōrero mai | Comments

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

I object to Cameron Rd Stage two changes to road side parking which de incentivizes shoppers and destroys ^{small} businesses etc. I object to more traffic lights being put on Cameron Rd which slow down traffic flow. I object to reducing lanes of traffic which causes traffic jams.

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

RotoruaNZ
1167 Fenton Street
Rotorua 3010
andrew.wilson@rotoruanz.com

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

Attachments: Peka Block and Red Stag Timber - Access Optioneering Assessment

Re: Submission on Bay of Plenty Regional Council Regional Land Transport Plan

RotoruaNZ values the opportunity to provide feedback on the proposed BOPRC RLTP. As the district's combined economic development agency and regional tourism organisation, RotoruaNZ understands the critical role that land transport plays in enabling and unlocking economic growth. We also understand the diverse transport requirements across different locations in the region and the difficult role that BOPRC has in prioritising these different projects.

Key points

1. Inequitable distribution of resource across the region

a. Level of investment

The levels of investment proposed in the RLTP consultation document across regional priority projects for the next 10 years are as follows:

- Tauranga / WBOP: \$1.22b
- Rotorua: \$46.2m
- EBOP: \$6.3m
- Region-wide: \$56.9m

Across the main projects outlined in the consultation document, the total funding allocated is \$1.33b. Of this, Tauranga has 92% of funding committed. Rotorua; 3.5%. The Eastern Bay; 0.5%.

In the full list of 71 prioritised regionally significant activities (pg 74 – 79), 61 of these (86%) relate to Tauranga or the WBOP. Rotorua has two direct projects on the list (3%).

The draft RLTP claims to be “...an ambitious but balanced programme of investment in both transport infrastructure and maintenance and improvements” (page 32). We are highly concerned that the distribution of resources and attention show the RLTP to be anything but balanced.

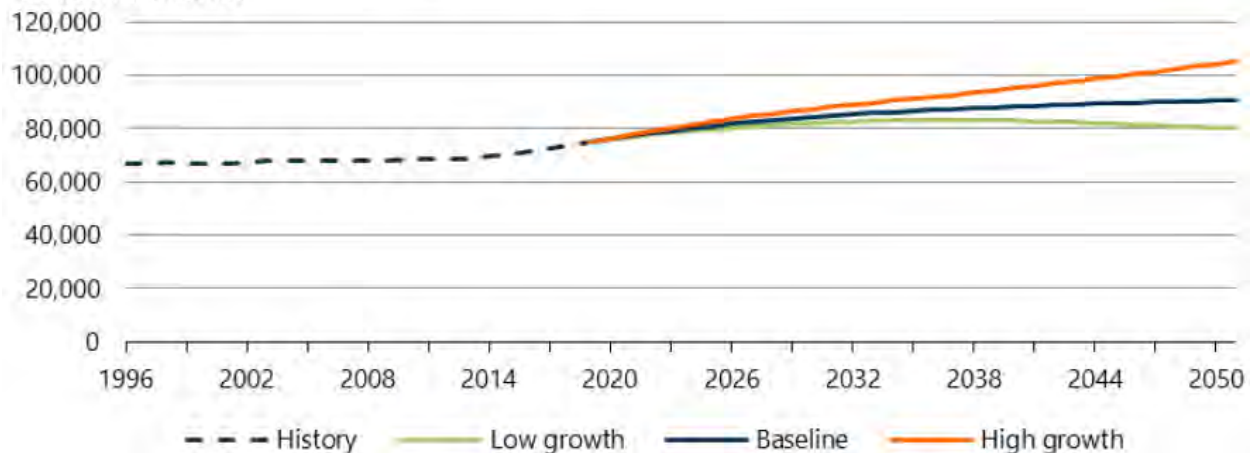
We do recognise the strategic location and importance of Tauranga given the port and the surrounding ecosystem. We do also acknowledge the significant growth in the district and the related infrastructure challenges. We also understand there is a benefit to the wider BOP in terms of freight and logistics. However, to neglect the rest of the BOP as proposed in this plan would suggest a region with a sole economic zone.

b. The importance of Rotorua to the region’s growth

This is not the case. Rotorua’s GDP is \$4.4b, contributing more than 20% of BOP’s total GDP. Our population is almost 80k, more than 20% of the entire BOP’s population base. Infometrics forecasts conducted in 2020 show forecasted population growth of 0.6% CAGR between 2018 – 2051, which would add another 15-20k residents to the city over the next 30 years. This was key input into the 2021 Housing and Business Development Capacity Assessment which calculated that 9,700 homes will be needed in Rotorua over the next 30 years.

Rotorua population projections

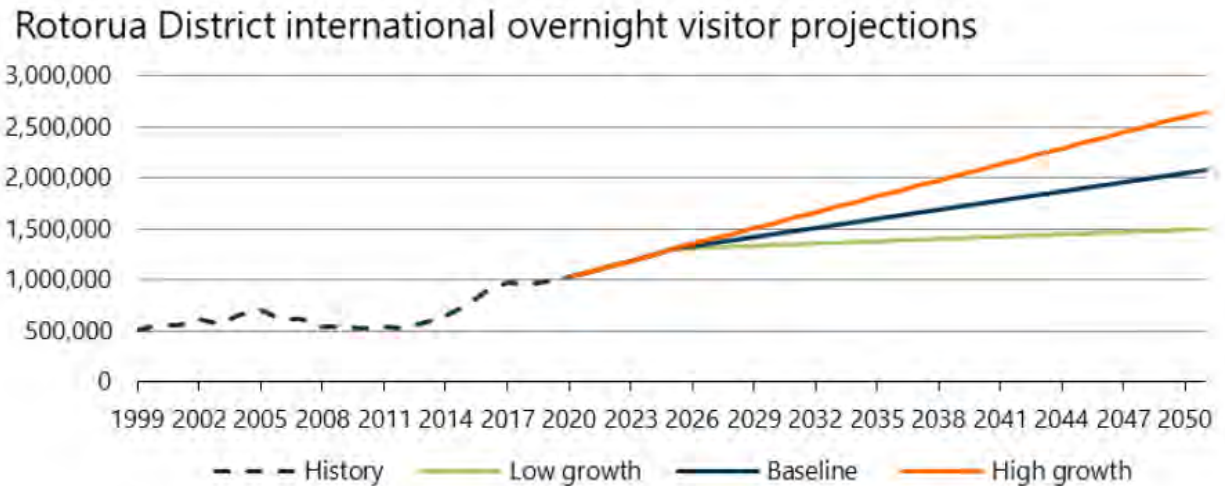
Source: Infometrics



Source: Infometrics population projections 2020

The growth in visitors is also expected to continue to rise at a rapid rate, particularly as international tourism conditions rebound (see chart below). The StatsNZ modelling included on page 27 in the RLTP fails to factor in visitor growth therefore underrepresents the true

demand on transport infrastructure. In a city like Rotorua, where there is no working rail infrastructure, roads are critical in moving both residents and visitors.



Source: Infometrics population projections 2020

2. Unlocking economic growth in Rotorua

Rotorua is a district with well-documented social and economic challenges. In December 2023 we had 4,669 jobseekers (more than 10% of our workforce); we over-index in unemployment rate and we under-index in productivity level by some margin. Across most key measures, Rotorua falls below the national average.

The draft RLTP outlines economic prosperity as a key pillar in both the Regional Council and Ministry of Transport's transport strategy. In their Draft GPS on land transport, the new Government has also prioritised an increased focus on increasing economic growth and productivity for land transport expenditure.

Two key strategic projects that are fundamental to Rotorua's future economic prosperity have been omitted from the plan. Both projects require significant land transport investment, and we are very concerned about the non-inclusion of these projects given Rotorua's economic and social challenges.

a. Peka Industrial Park / Waipa Valley

The Peka Block is located just south of Rotorua and comprises 633 hectares, owned by the Peka Trust with over 2000 beneficiaries. Of this, 145 hectares are zoned heavy industrial under the RLC District Plan.

A three-stage masterplan for the Peka development has been completed. Earthworks consents with both Regional and District Councils have been issued and work is currently underway. The project has also received funding from Kānoa through the Regional Strategic Partnership Fund.

With no other heavy industrial sites available in Rotorua, this is a critical piece of infrastructure for Rotorua.

Across the road is the Waipa Valley, owned by Red Stag Investments, which currently has a mixed-use business and innovation zoning. This site has also been master planned and several significant developments are currently in the pipeline, leading to growth in traffic volumes.

The site is shared with Red Stag Timber. The capital investment that has been spent on this site in recent years and the growth in demand for Red Stag's products will result in growth of approximately 60% in the coming 5 – 10 years, meaning much more heavy transport traffic accessing the site.

These two developments will support local employment opportunities, capital investment and innovation, directly contributing to Rotorua's economic future.

Both developments pose significant challenges relating to transport access and road safety issues around the intersecting roads of SH5 / SH30 and Waipa Mill Road. Commissioned by RotoruaNZ and involving Rotorua Lakes Council, Red Stag, Peka Trust and Waka Kotahi, Stantec completed a piece of work in 2022. This covered a structured transport planning process, consistent with transport business case principles. The outcome of this study was a recommended access arrangement between the state highways and adjacent major landholdings that can support staged land release for the development proposals.

This document is attached to this proposal.

b. Airport / Eastgate Business Park / New industrial land

We are also concerned about the omission of the developing industrial area in the Eastern hub of the Rotorua. A number of developments are planned in the area in the coming years which will result in increased traffic flows. This includes:

- Two new logistics / freight business activities within the Eastgate Business Park
- The development of a new business park on the vacant land at Rotorua Regional Airport.

- The Rotorua FDS identifies that an additional 36 hectares of new industrial land is needed to account for the city's growth and development. Possible land has been identified near these two developments and provide opportune linkage with the Port of Tauranga.

c. Rotorua's Future Development Strategy

The Rotorua Future Development Strategy (FDS) was adopted in 2023. The plan shows where growth will occur in the city over the next 30 years. It calculates that the city will require around 10k additional houses in the next 30 years and an additional 94 hectares of developable land.

The BOP RLTP references the FDS briefly on page 55. However, that is where the inclusion appears to end. There is no reference to this in the remainder of the plan and certainly is not factored into any of the priority projects. The FDS was conducted with both Regional Council and Waka Kotahi at the table.

Ngongatha for example, is a future growth hub for Rotorua, with over 3,000 houses and significant industrial development.

Other projects

RotoruaNZ strongly supports the other projects that Rotorua Lakes Council referenced in their submission. This includes:

- Improvements to corridor between Hemo roundabout and Sala Street. With the upcoming SH30A revocation, Hemo Roundabout and Sala Street will pose challenges with regards to freight movements to and from SH5. We are disappointed that no consideration has been given to this in the RLTP. There will be serious safety, economic and efficiency implications if this is not factored in.
- Completion of SH5 four-laning from Fairy Springs to the Ngongataha roundabout.

Summary

Rotorua is a significant contributor to the BOPRC rating base. The draft LTP (table below) shows that we contribute approximately 20% of the rating units to the regional council.

Reading this RLTP, it is unclear where the value is for Rotorua – or the wider Bay for that matter. It is not just the lack of projects (3% of total) or funding (3.5% of total) but the obvious neglect of attention for anything outside of Tauranga and the Western Bay. In

Section 2: Our Region (pg 49), 6 pages are dedicated to WBOP and Tauranga. Rotorua receives just over a page and EBOP, three paragraphs. This is a 10-year plan that is effectively just for one city.

We understand that transport is complex and requires long-term strategic thinking but there are ready opportunities in Rotorua that the Regional Council must factor into their plan. The Peka / Waipa Valley developments are prime examples. As is the Airport / Eastgate development. These are key projects for the region to continue to grow, develop and prosper.

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Kawerau District Council	2,908	2,913	2,917	2,922	2,927	2,932	2,937	2,941	2,946	2,951
Ōpōtiki District Council	5,004	5,023	5,042	5,061	5,081	5,100	5,119	5,139	5,158	5,178
Rotorua District Council (Part)	27,217	27,290	27,364	27,438	27,512	27,586	27,661	27,736	27,810	27,886
Taupō District Council (Part)	21	21	21	21	21	21	21	21	21	21
Tauranga City Council	59,333	60,293	61,268	62,468	63,692	64,939	66,211	67,508	68,922	70,365
Western Bay of Plenty District Council	22,642	22,979	23,320	23,667	24,019	24,377	24,739	25,107	25,480	25,859
Whakatāne District Council	15,136	15,192	15,248	15,305	15,361	15,418	15,475	15,532	15,590	15,648
Offshore Islands	80	80	80	80	80	80	80	80	80	80
Total Rating Units	132,341	133,791	135,262	136,963	138,693	140,453	142,243	144,064	146,008	147,988

We hope that the Regional Council will take this feedback into account and ensure that they are taking an equitable approach to the allocation of resources and focus across the entire Bay of Plenty region.

Sincerely,



Andrew Wilson

Chief Executive

RotoruaNZ

Peka Block and Red Stag Timber Access Optioneering Assessment

Prepared for RotoruaNZ Ltd

15 September 2022

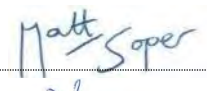
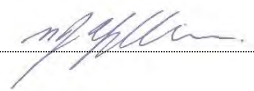
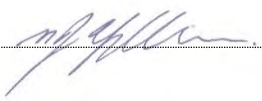
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Revision schedule

Rev	Date	Status	Prepared	Checked	Reviewed	Approved
1	27 July 22	Draft	Alicia Mustapha	Mark Apeldoorn	Karl Baker	Mark Apeldoorn
2	15 Sept 22	Final	Matt Soper	Alicia Mustapha	Mark Apeldoorn	Mark Apeldoorn

Quality Statement

Project manager	Project technical lead
Mark Apeldoorn	Matt Soper

PREPARED BY Matt Soper		15 / 09 / 2022
CHECKED BY Alicia Mustapha		15 / 09 / 2022
REVIEWED BY Mark Apeldoorn		15 / 09 / 2022
APPROVED FOR ISSUE BY Mark Apeldoorn		15 / 09 / 2022

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Executive Summary

Overview

The purpose of this study is to understand the emerging transport access and road safety issues associated with planned new development within the vicinity of SH30/SH5 intersection (south of Rotorua). Large-scale property development is planned by the Peka Trust and Red Stag Timber in areas that are zoned for future growth. The projects will bring support local employment opportunities and economic welfare.

Commissioned by RotoruaNZ, Stantec has facilitated a structured transport planning process, consistent with transport business case principles. The outcome of this study is a recommended access arrangement between the state highways and adjacent major landholdings that can support staged land release for the development proposals. The recommendation is supported by all key parties – including Rotorua Lakes Council (RLC), Waka Kotahi, Peka Trust and Red Stag Timber.

The process included:

- Developing the strategic case (rationale for making changes) by identifying key problems and desired investment benefits through an Investment Logic Mapping (ILM) exercise.
- Identifying a range of options for addressing agreed investment objectives.
- Assessing options using a multi-criteria assessment (MCA) approach to determine a preferred option.

This report has been updated based on feedback from the initial draft version (27 July 2022).



Project area

Key Stakeholders

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** – Road Controlling Authority for state highways.
- **Peka Trust** – landowner Trust for the Peka Block adjacent to State Highways 5 and 30.
- **Red Stag Timber** – landowner and developer for the Red Stag Timber Mill site adjacent to State Highway 5 and key partner to the Mountain Bike Park Facilities area.

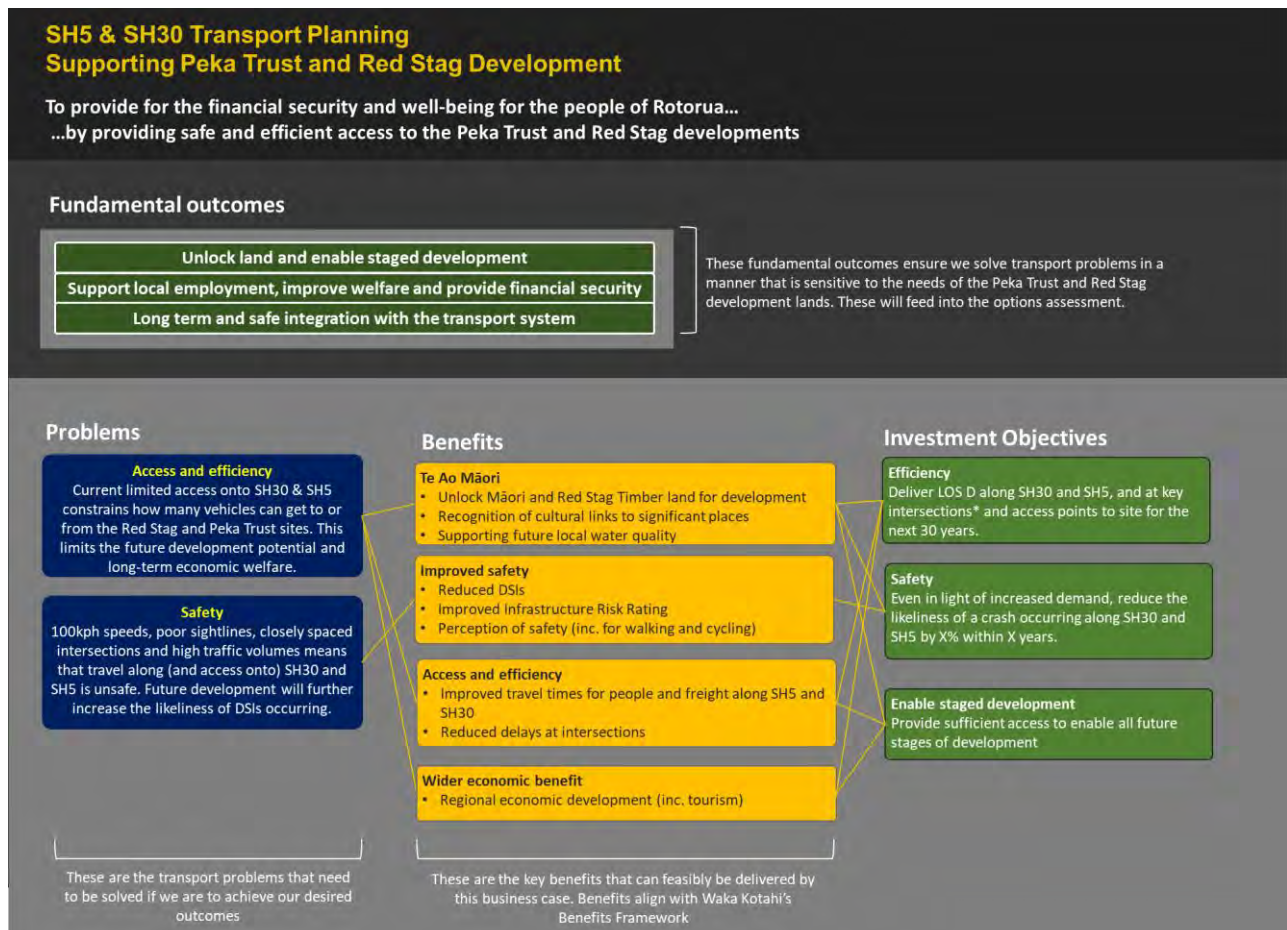
Transport Problems

The key transport problems 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 ILM 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.

The ILM is provided below.



Investment Logic Map

Options

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.

Preferred Option

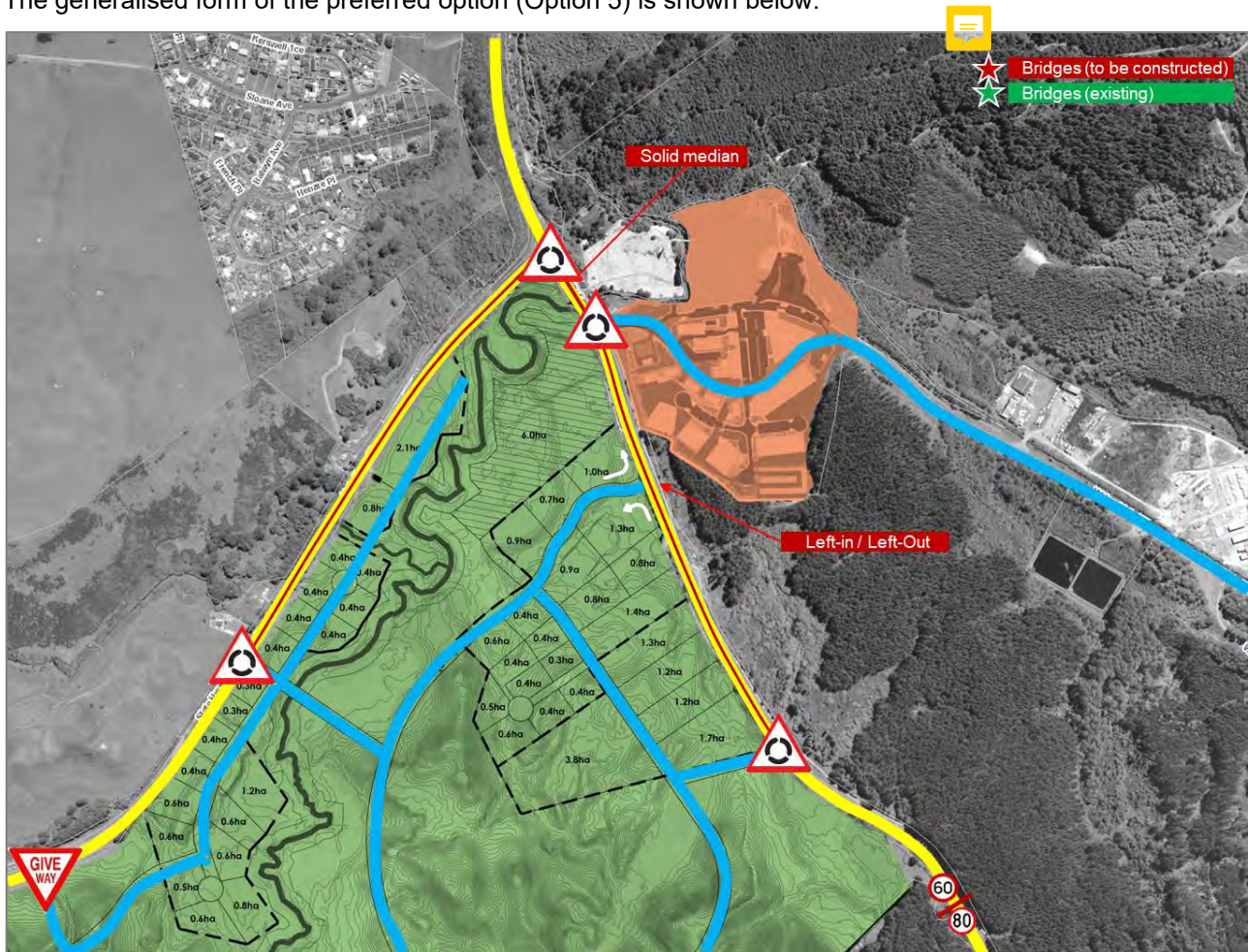
The assessment determined a preferred strategic access arrangement in the form of Option 5. This involves a package of infrastructure and speed management interventions to support a safe and efficient road network that supports staged development, and ultimately economic growth.

Key features of this option, which has the potential to be staged, include:

- Converting the current SH5/SH30 intersection to a dual-lane roundabout.

- Converting the SH5/Waipapa State Mill Road intersection to a dual-lane roundabout.
- Four laning along SH5 between the Hemo Gorge Roundabout and Waipapa State Mill Road.
- 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.
- Solid median between the Hemo Gorge Roundabout and Waipapa State Mill Road.
- Speed limit reductions along SH30 and SH5.

The generalised form of the preferred option (Option 5) is shown below.



Indicative Preferred Option (Option 5)

The Hemo Gorge (SH5/SH30) roundabout would also need to be upgraded to provide dual-lanes. **This would be a significant upgrade** given that pedestrian/cyclist connections are already grade-separated with constrained space.

Next Steps

- 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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Abbreviations



Abbreviation	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

1.1 Overview

RotoruaNZ has engaged 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 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
- A range of options for addressing investment objectives
- A framework for multi-criteria assessment of options
- A preferred high-level approach to transport planning that supports:
 - A planned long-term strategic corridor and access arrangement; and
 - A staged corridor access arrangement that could support staged land release for the land-use proposals.

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 Background

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 (RLC), 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.

1.2.1 Proposals

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.

1.2.2 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 southeast 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 four laned.

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 Red 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 development areas¹

1.2.3 Previous Investigations

Table 1-1 summarises previous investigations that are relevant to this project.

Table 1-1: Relevant and recent investigations

Study	Summary
Peka Block Traffic Access and Staging Concepts study	Commissioned by Rotorua Economic Development, this assessment concluded: • Staged access to development is expected to be achievable. • Roundabouts are 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.
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: <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 propose the following speed limit changes: • 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. • SH30 - 260m south of the SH5/SH30 Old Taupō Road/Hemo Road roundabout to 185m southwest of SH5/SH30 intersection

¹ Source: Google Earth

2 Stakeholder Engagement

2.1 Key Stakeholders

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 – Road Controlling Authority for the State Highways.
- Peka Trust – landowner Trust for the Peka Block; and
- Red Stag Timber – landowner and developer for the Red Stag Timber Mill and key partner to the Mountain Bike Park Facilities area.

2.2 Workshops and Meetings

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 three workshops:

Workshop No.1: ILM

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 2022).
- Full group (12th May 2022).

Workshop No.2: Long List (16th June 2022)

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.

Workshop No.3: Multi-Criteria Assessment (1st July 2022)

This involved reviewing a preliminary assessment of options 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

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 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.

Table 3-2: RLC Long Term Plan – Performance 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 Red Stag Timber is zoned Business Innovation (BI2) and includes a local zoning 'Waipa Business Park'.

The relevant District Plan zoning maps that have informed the assessment of options are included in **Appendix A**. These include:

- 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
- Landslide risk: Some identifiable areas, but generally outside the primary development areas indicated

3.2 Traffic

3.2.1 State Highway Volumes

The current traffic volumes along SH5 and SH30 were extracted from Waka Kotahi's Traffic Monitoring System (TMS) website. The data shows:

- SH5, south of SH30: 7,880 ADT (Dec 2021), 12% heavy vehicles
- SH5 north of SH30: 14,582 ADT (Dec 2021), 19% heavy vehicles
- SH30 west of SH5: 4,053 ADT (Dec 2021), 15% heavy vehicles

Table 3-3 summarises the historic traffic volumes on the state highways.

The data shows that traffic on SH5 (south of SH30) has increased by 13% per annum, between 2020 and 2021. On SH30, north of the SH5/SH30 intersection, traffic volumes have increased by 9% per annum. On SH30, further south, close to the Gun Club Access Road intersection, traffic has increased by 13% per annum during the same period. The recovery in traffic post the Covid-19 pandemic may explain the relatively high growth between 2020 and 2021, when otherwise annual growth is typically around 3-4%.

Table 3-3: SH5 & SH30 Traffic Volumes (December 2021)²

Road Description	2020 AADT (veh/d)	2021 AADT (veh/d)	Peak Hour (veh/h)	% HGV
SH5, South of SH30 ³	6,972	7,880	888	12%
SH5, North of SH30 (Hemo Road) ⁴	13,281	14,582	1,458	19%
SH30 ⁵	3,581	4,053	405	15%

3.2.2 Intersection counts

Turning movement counts, which captured both light and heavy traffic, were undertaken at the following intersections in July 2022.

- SH30 / SH5; and
- SH5 / Waipa State Mill Road.

² Waka Kotahi NZ Transport Agency data resources

³ ID:00500057 WAIPA - Telemetry Site 41 - South of SH30

⁴ ID:00500055 795m South of Taupo Rd

⁵ ID:03000141 155m before Gun Club Rd

The purpose of the surveys was to provide an input into traffic models which will allow for an understanding of current intersection delays, and how additional development traffic may impact future performance. Note that surveys were undertaken between 07:00 – 19:00 on a Thursday, Friday and Saturday (school term).

Figure 3-1 and Figure 3-2 provide the typical Thursday traffic volumes for the AM (0800-0900) and PM (1600-1700) peaks respectively.

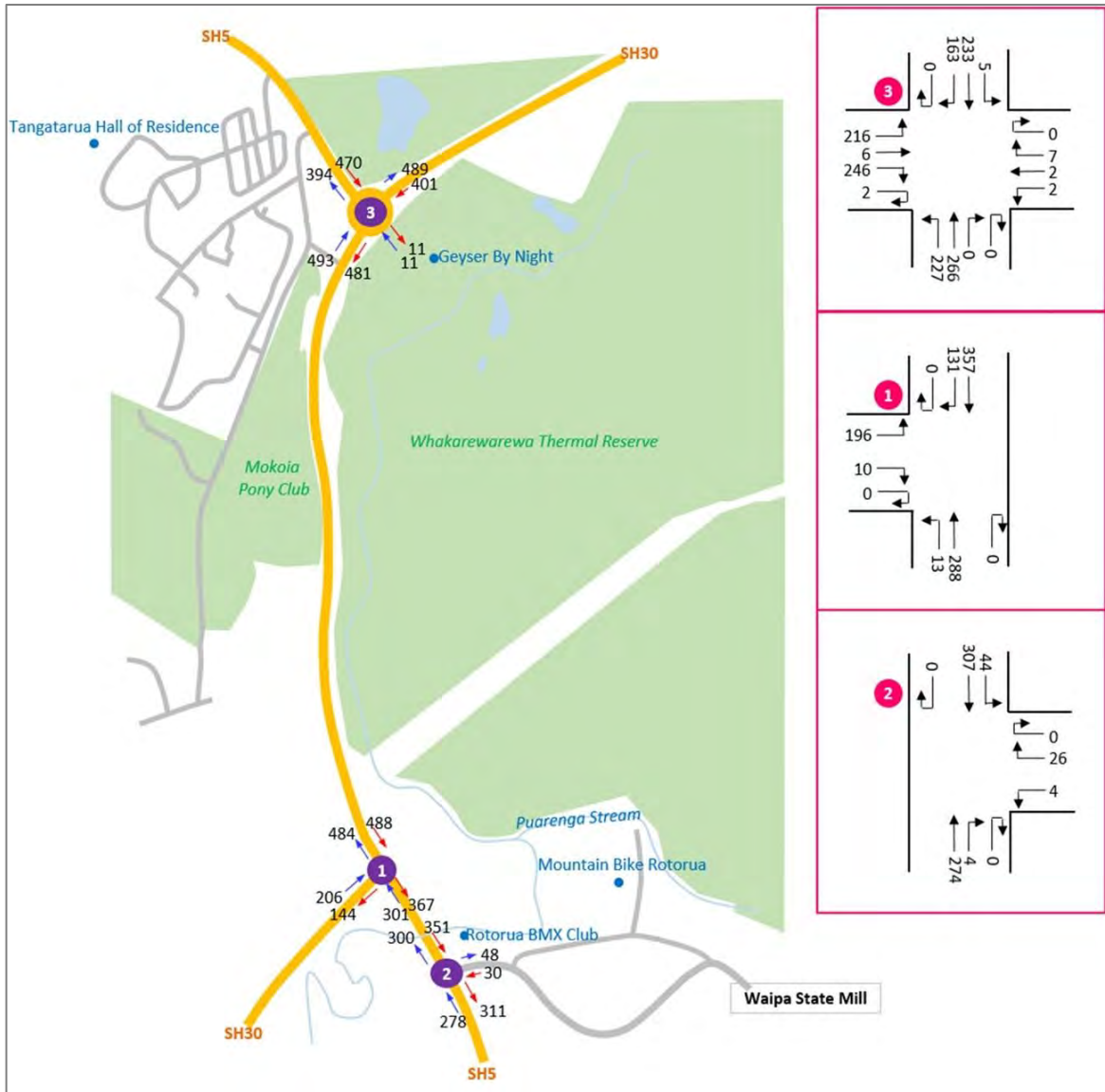


Figure 3-1: Traffic flow diagram – AM peak (0800-0900)

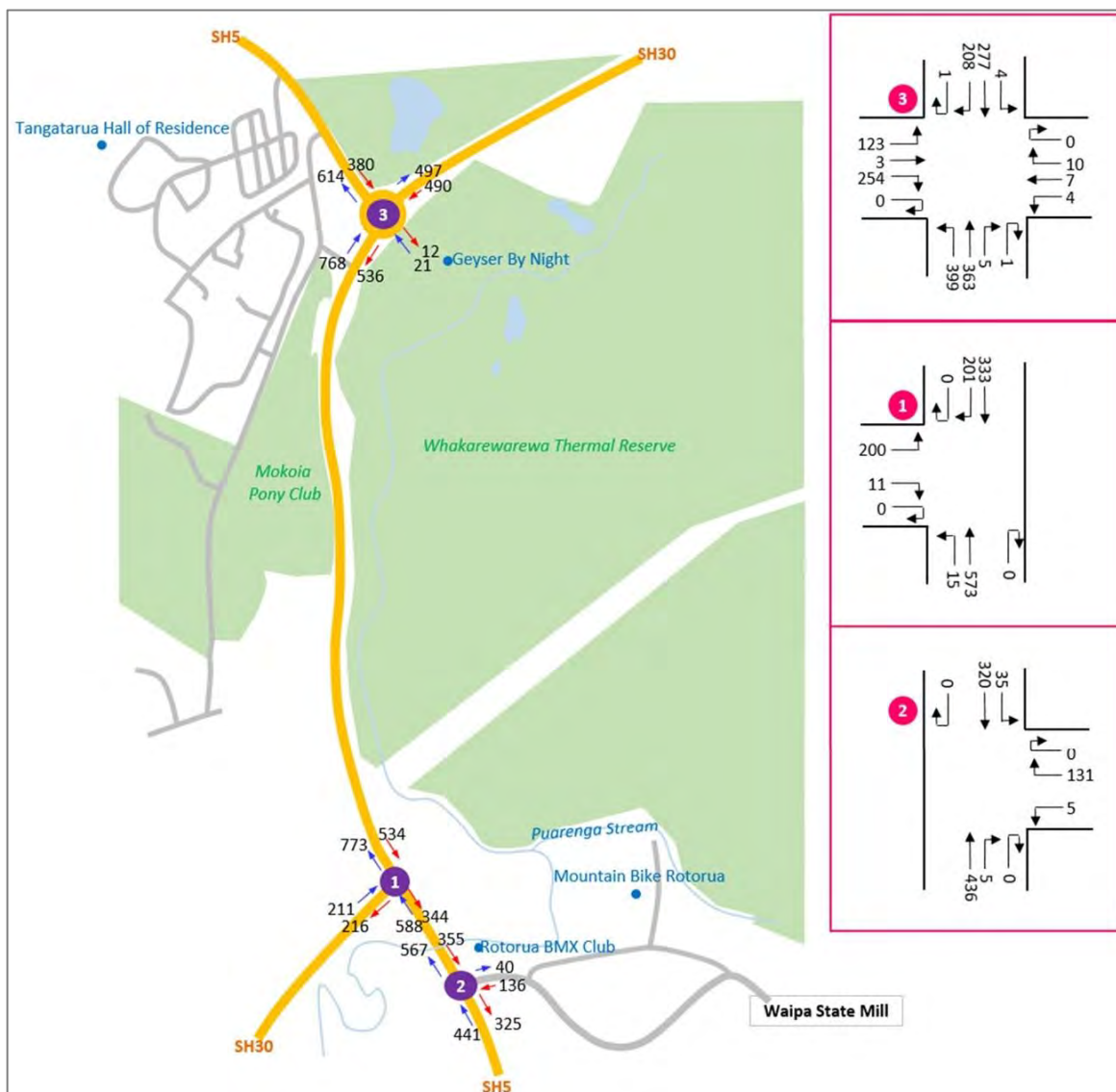


Figure 3-2: Traffic flow diagram – PM peak (1600-1700)

3.3 Proposed Developments

Two major developments are planned within the project area - on the Peka Trust and Red Stag Timber landholdings. These developments will access the road network via SH5 and/or SH30.

3.3.1 Peka Trust

A history of the site and indicative subdivision arrangement (as provided by Peka Trust) is included in Appendix B and C. Note that these are only preliminary and high-level concepts, which are subject to change once further master planning is undertaken.

Notwithstanding, the current provisional information indicates:

- 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.

3.3.2 Red Stag Timber

The Red Stag Timber indicative master planning is shown at Appendix D and some further local knowledge, property and geographic information is shown in Appendix D1.

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.

3.3.3 Trip Generation

The trip generation from both sites is presented in Table 3-4. The calculations have been based on:

- Waka Kotahi's Research Report 453 Trips and parking related to land use⁶.
- A review of the Eastgate Business Park development (near Rotorua Airport), and consideration of likely proportion of plot size to GFA (as a reference for the Peka Block industrial land use).
- Development land use provided by both the Peka Trust and Red Stag Timber.

Once fully completed, the developments are expected to attract the following peak hour trips (combined inbound/outbound):

Peka Trust (inc. Caltex)

- AM (0800-0900) = 911
- PM (1600-1700) = 1,121

Red Stag Timber

- AM (0800-0900) = 174
- PM (1600-1700) = 363

Table 3-4: Future trip generation – Peka Trust

Peka Trust															
Stage	Net Developable Site Area (ha)	Proportion of Site Area for Activity Type	Activity Type	Indicative Site Coverage	Indicative Developable Area (m2)	GFA	Peak Hour	AM Trip Rate (per 100m ²)	PM Trip Rate (per 100m ²)	AM Trips	PM Trips	AM		PM	
												Inbound	Outbound	Inbound	Outbound
Current (Caltex)										60	63	34	26	29	34
Stage 1	22.74	70%	Warehousing	50%	79,576	27,110	1	0.7	0.9	202	251	162	40	40	211
		25%	Manufacture	50%	28,420	9,682	2.7	2.0	2.5	195	242	156	39	39	203
		5%	Contractor	50%	5,684	1,936	6.2	4.6	5.7	89	111	72	18	18	93
Stage 1 Total	22.74				113,680					486	604	389	97	97	507
Stage 2	17.07	70%	Warehousing	50%	59,729	20,349	1	0.7	0.9	152	188	121	30	30	158
		25%	Manufacture	50%	21,332	7,267	2.7	2.0	2.5	146	182	117	29	29	153
		5%	Contractor	50%	4,766	1,453	6.2	4.6	5.7	67	83	54	13	13	70
Stage 2 Total	17.07				85,328	67,798				365	453	292	73	73	381
Existing + Stage 1 & 2	39.80				199,008					911	1,121	715	196	198	923

Table 3-5: Future trip generation Red Stag

Red Stag															
Stage Description	Net Developable Site Area (ha)	Proportion of Site Area for Activity Type	Activity Type	Indicative Site Coverage	Indicative Developable Area (m2)	GFA	Peak Hour	AM Trip Rate (per 100m²)	PM Trip Rate (per 100m²)	AM Trips	PM Trips	AM		PM	
												Inbound	Outbound	Inbound	Outbound
All	-	-	Hotel	100%	6,370	3,185	1.2	0.6	1.2	18	38	14	4	18	20
			Motel	100%	2,250	1,125	1.4	0.7	1.4	8	16	6	2	8	8
			Backpackers	100%	3,270	1,635	0.6	0.3	0.6	5	10	4	1	5	5
			Retail/Hospitality	100%	400	200	0.5	0.2	0.5	0	1	0	0	0	1
			Convenience / Fast food	100%	200	100	52.2	25.1	52.2	25	52	19	6	25	27
			Film Studios - Commercial	100%	4,600	2,300	2.5	1.2	2.5	28	58	21	6	27	30
			Film Support - Commercial	100%	4,600	2,300	2.5	1.2	2.5	28	58	21	6	27	30
			Medium Industry / Offices	100%	5,550	2,775	2.5	1.2	2.5	33	69	26	8	33	36
			Light Industry / Offices	100%	3,620	1,810	2.5	1.2	2.5	22	45	17	5	22	24
			Storage Sheds	100%	3,200	1,600	1	0.5	1	8	16	6	2	8	8
Total					34,060	17,030				174	363	135	39	173	190

⁶ <https://www.nzta.govt.nz/assets/resources/research/reports/453/docs/453.pdf>

4 Investment Logic Map

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 RLC. The minutes of the ILM workshop are provided in **Appendix E**.

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:

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

4.2 Problem Statements

Two key problems were identified through the ILM process, namely:

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

The following sections of the report provide a high-level overview of the evidence supporting each of these two problem statements.

4.3 Benefits

The benefits to be achieved by addressing the problems were identified by the stakeholders in the ILM workshop. These benefits, which align with Waka Kotahi's Benefits Framework, capture:

Benefit 1: Te Ao Māori

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

Benefit 2: Improved safety

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

Benefit 3: Access and efficiency

- Improved travel time reliability for people and freight along SH5 and SH30.
- 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:

1. **Safety** - in light of increased demand, reduce the likelihood of a crash occurring along SH30 and SH5 by 40% within 20 years.
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.
3. **Enable staged development** - provide sufficient access to enable all future stages of development.

4.5 Investment Logic Map

The investment logic map which provides the line-of-sight between the problems, benefits and Investment Objectives is shown in Figure 4-1.

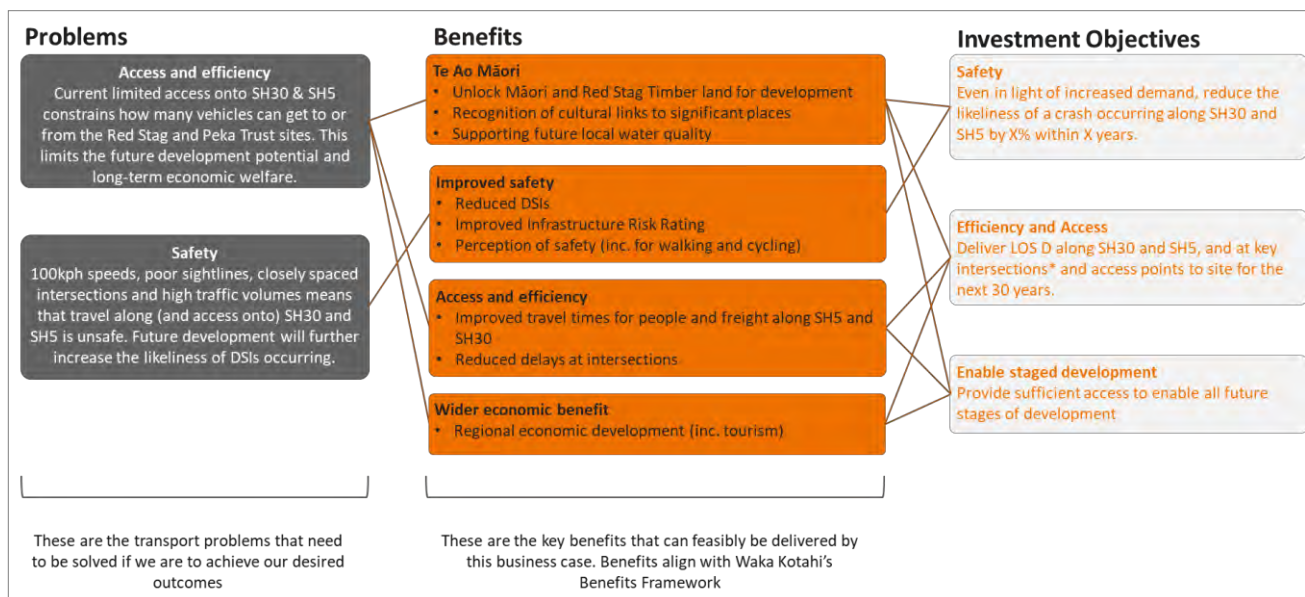


Figure 4-1: Investment Logic Map

5 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 5-1 shows the cause, effect, and consequence for Problem 1.

Table 5-1: 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 efficiency on the state highway • Increased delays • Constrains how many people can get to/from the site	• Limited ability to support future growth • Increase road user costs • Impact to regional movement of goods and people • Discourages / delays investment • Constrain economic investment

5.1 Causes

5.1.1 Increased Traffic Demands

Waipa Mill Road (Red Stag Timber & Mountain Bike Park)

On a typical weekday (e.g.: Thursday) there are about 800 vehicle movements in or out of Waipa State Mill Road between the hours of 07:00 and 19:00 - i.e.: 1,600 combined trips. Most trips are destined for the Red Stag Timber site or the mountain bike park, with some continuing to travel further down Waipa State Mill Road.

Traffic volumes in/out during the morning are relatively low, and relatively constant (less than 150 combined in/out trips per hour). The peak time is around 1600-1700 (around 200 combined trips), with much of that activity associated with the mountain bike park. The efficiency of the SH5 / Waipa Mill Road is therefore not heavily influenced by activity at the Red Stag Timber site during the AM peak.

In the future, the development of the Red Stag Timber activity will generate an extra 174 trips during the AM peak (0800-0900), and another 363 trips during the PM peak (1600-1700).

Peka Trust

As noted previously, once fully completed the Peka Trust (inc. the existing Caltex) is expected to generate a total of 911 trips during the AM peak and 1,121 during the PM peak. The flow on inbound vs outbound trips is expected to be relatively tidal – i.e.: around 80% of trips are inbound during the AM peak, and 80% are outbound (leaving the development) during the PM peak.

Weekday vs Weekend Volumes

An automatic tube count was placed at the entrance and exit to the Mountain Bike Park for a week in July 2022. The purpose was to understand the scale of activity, and the difference between weekday and weekend flows. This is important, as much of the proposed Red Stag development relates to land uses that do not generate high weekend flows (e.g.: business / film studio). Therefore, in terms of demands, there is relatively low 'cross-over' between peak activity for the Red Stag development and the Mountain Bike Park (even if it were to expand in the future).

Figure 5-1 provides the data for the entry and exit to the Mountain Bike Park. It shows that weekend volumes (daily traffic) are typically three times higher than weekday flows (aside from Friday's which are slightly busier).

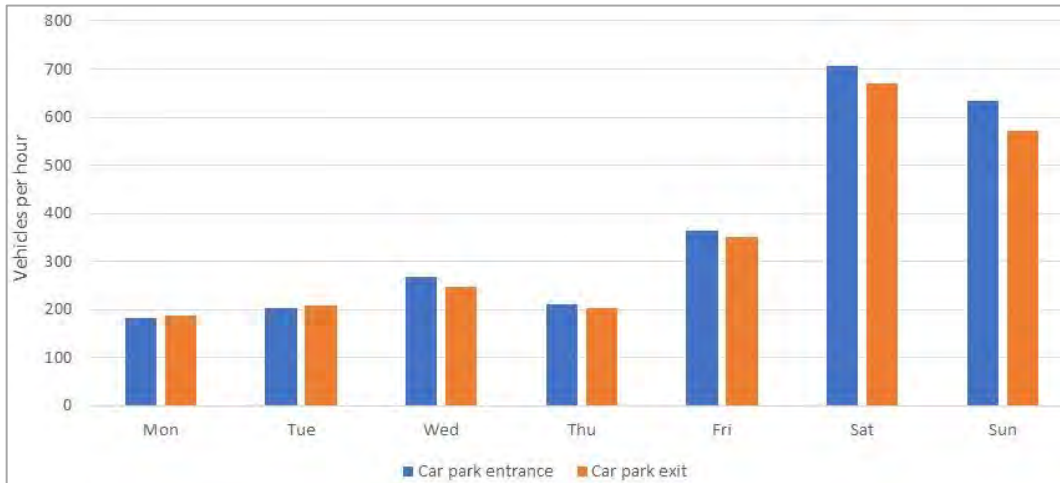


Figure 5-1: Mountain bike park – weekday vs weekend activity

The traffic counts also identified that flow along the state highways on a Saturday is roughly 10% lower than on a typical weekday (Monday-Thursday)⁷.

5.1.2 Limited Access to the Peka Trust Block

There are currently only two access points, in the form of driveways, to the developments that currently occupy the Peka Trust Block. These are at the Caltex (SH5) and Balance Agri-Nutrients access (SH30).

Neither of these intersections are designed to accommodate high volumes of turning traffic.

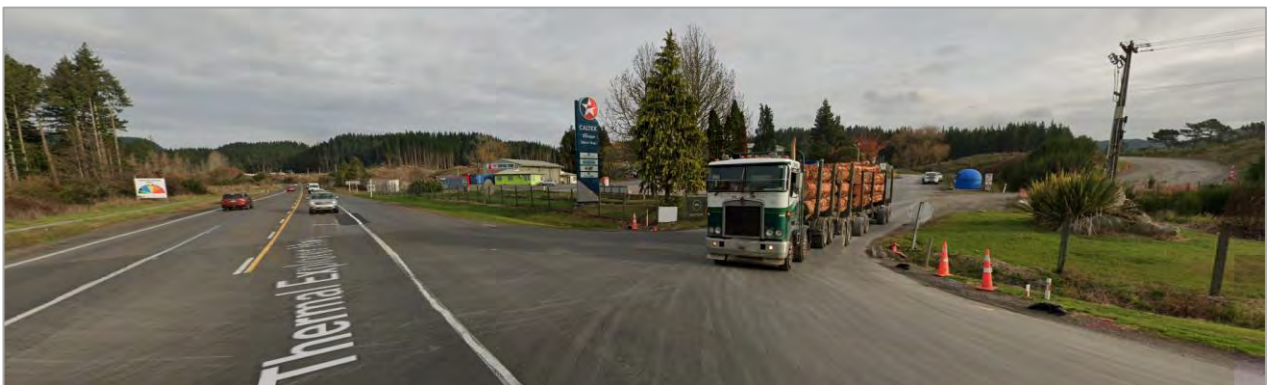


Figure 5-2: Caltex access (SH5)⁸



Figure 5-3: Balance Agri-Nutrients access (SH30)⁹

⁷ Based on a count taken between the Hemo Roundabout and SH30/SH5 intersection

⁸ Google streetview image

⁹ Google streetview image

5.2 Consequences

5.2.1 Long Delays Accessing the State Highway

To provide a baseline, the performance of the local road network has been assessed using SIDRA for the AM and PM peak periods. This network covers three key intersections - Hemo Road / Old Taupo Road, SH30 / SH5 and Waipa State Mill Road / SH5. The 'baseline' results are provided within Table 5-2.

Table 5-2: Existing network performance - 2022

Intersection	Level of Service			
	Intersection		Worst movement	
	AM peak	PM peak	AM peak	PM peak
Hemo Road / SH5 / SH30	A	A	B	B
SH30 / SH5	A	A	D	E
Waipa State Mill Road / SH5	A	A	C	C

From a capacity/efficiency perspective, all the intersections are operating with good levels of performance (generally LOS A) – with manageable delays and queues.

However, the issue is not related to the current levels of delay at the intersections, but the potential implications of additional traffic that will be generated (and which occurs through underlying growth) in response to the new development. Table 5-3 provides the intersection results for year 2032 (when full development is assumed) if no upgrade to network is made. Note that a background growth rate of 3% p.a. has been assumed and a manual distribution of development flows has been undertaken.

Table 5-3: 'Do Minimum' network performance - 2032

Intersection	Level of Service			
	Intersection		Worst movement	
	AM peak	PM peak	AM peak	PM peak
Hemo Road / SH5 / SH30	F	F	F	F
SH30 / SH5	F	F	F	F
Waipa State Mill Road / SH5	F	F	F	F

The results show that, unless changes are made, from a capacity perspective all the major intersections will fail and significant delays and queuing will be seen along SH30 (from the Hemo Roundabout), SH5 (back from the SH30/SH5 intersection) and Waipa State Mill Road.

Simply – the current form of intersections and network capacity is insufficient to support the full development of either the Red Stag Timber or Peka Trust sites.

5.2.2 Wider Economic Effects

Other than safety, the wider implications of high delays are:

- Limited ability to support future growth;
- Increase road user costs;
- Impact to regional movement of goods and people;
- Discourages / delays investment; and
- Constrain economic investment.

6 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 6-1 shows the cause, effect, and consequence for Problem 2.

Table 6-1: 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/Waipa State Mill Road and Caltex/SH5)	• Adding more demand/turning traffic increases the safety risk	• More DSIs

6.1 Causes

6.1.1 Lack of Controlled Safe Access Points onto SH5

The safety issues associated with accessing the Red 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 Red 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/Waipa State Mill Road T-intersections, there will be an ongoing (and likely growing) safety risk associated with turning movements.

6.1.2 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/Waipa 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 risk of death or serious injury at this intersection, which does not align with Waka Kotahi's *Road to Zero* safety strategy.

6.1.3 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/ Waipa State Mill Road intersections are spaced 200m. In addition, the SH5/ Waipa 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 and also with the potential for increased development traffic.

6.2 Consequences

6.2.1 More Crashes and DSIs

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 the following Figure 6-1.

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.

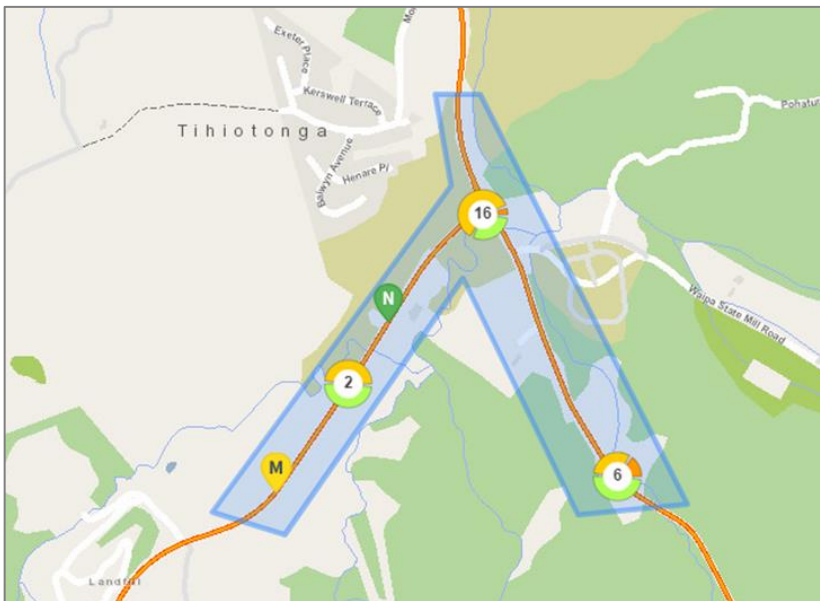


Figure 6-1: 2017-2021 crashes from CAS

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, 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.

Concerning trend over recent years

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.

6.2.2 Worsening Collective and Personal Risk

KiwiRAP 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 considers the traffic volumes on each section of state highway.

Figure 6-2 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.

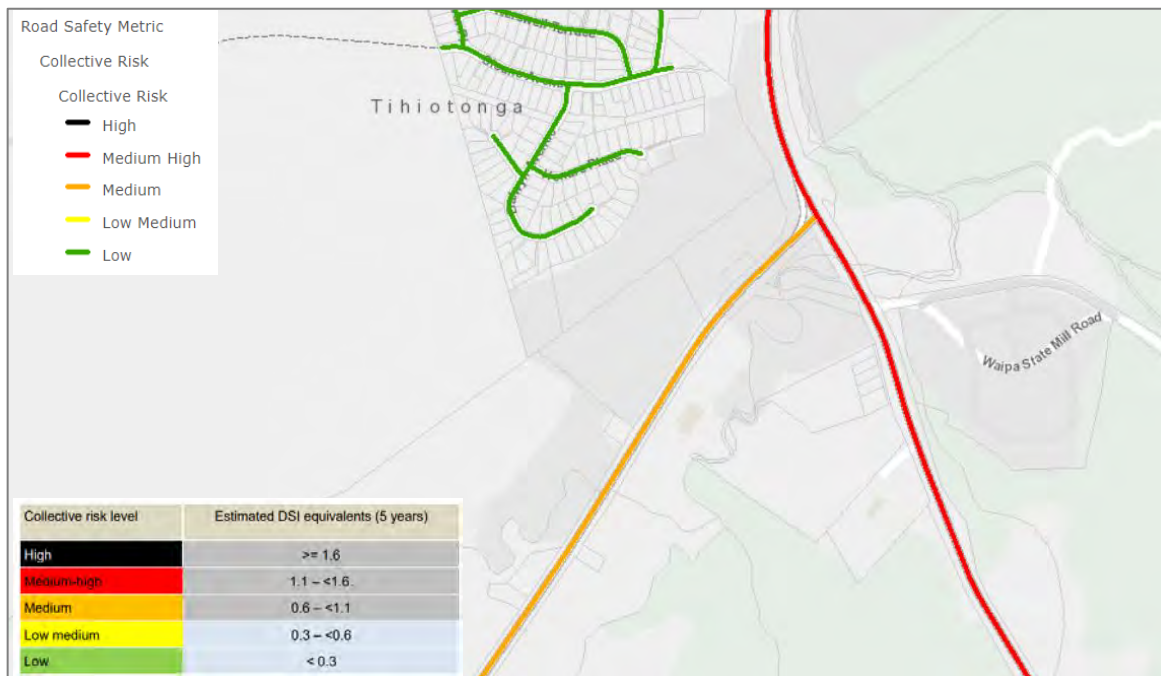


Figure 6-2: SH5 and SH30 Collective Risk¹⁰

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.

The personal risk on the SH5 south approach and SH30 is Medium, whilst the SH5 north approach is Low-Medium.

¹⁰ Source: KiwiRAP

7 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.

7.1 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.
- Workshop involving key stakeholders to complete the assessment.

7.2 Long List

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 7-1 shows the naming convention used to identify the different intersections and access points within the project area.

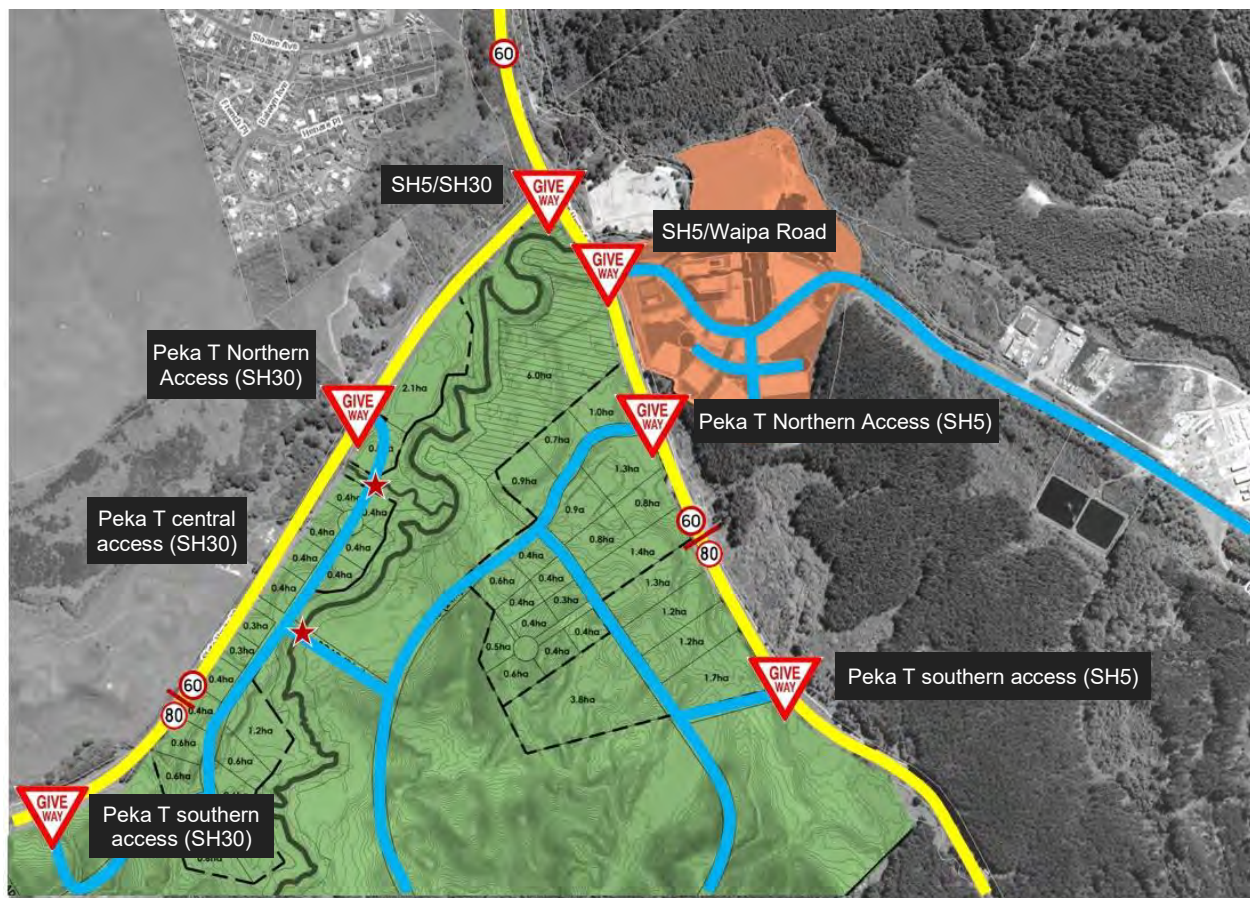
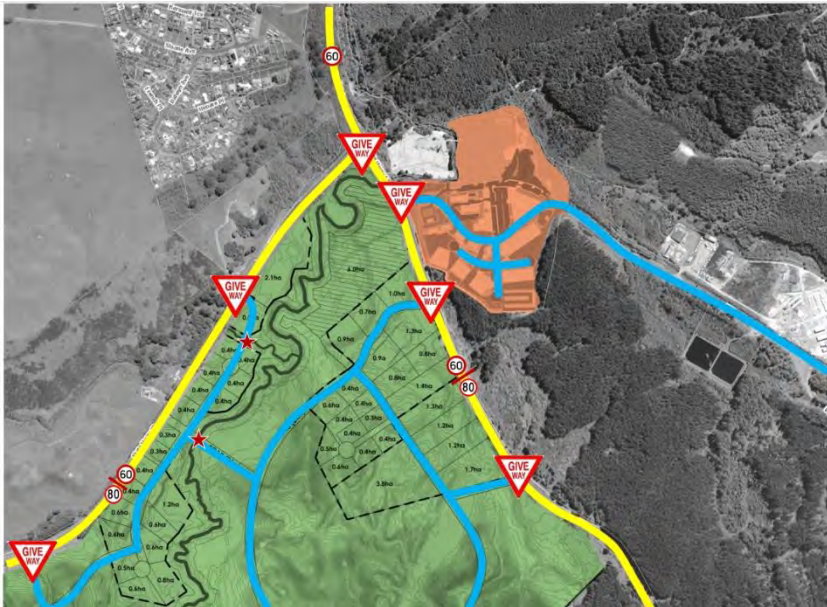
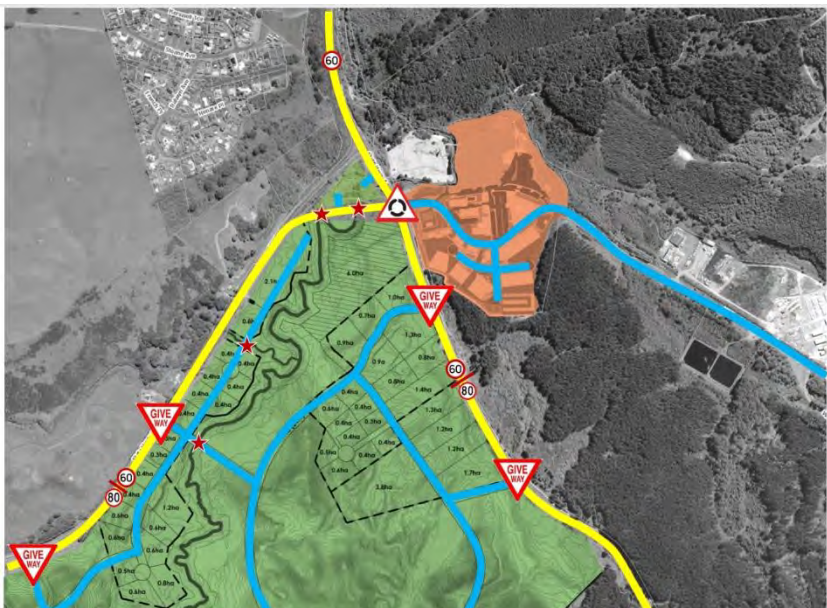


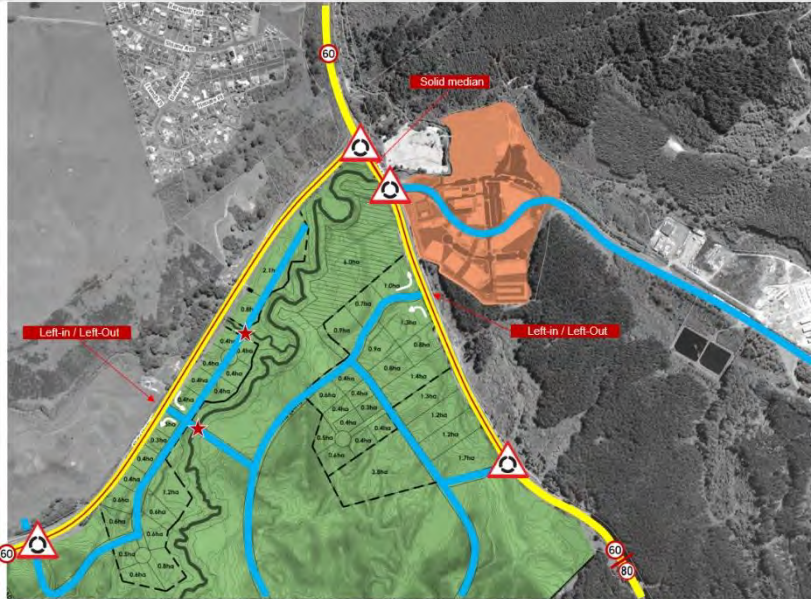
Figure 7-1: Access and intersection reference IDs

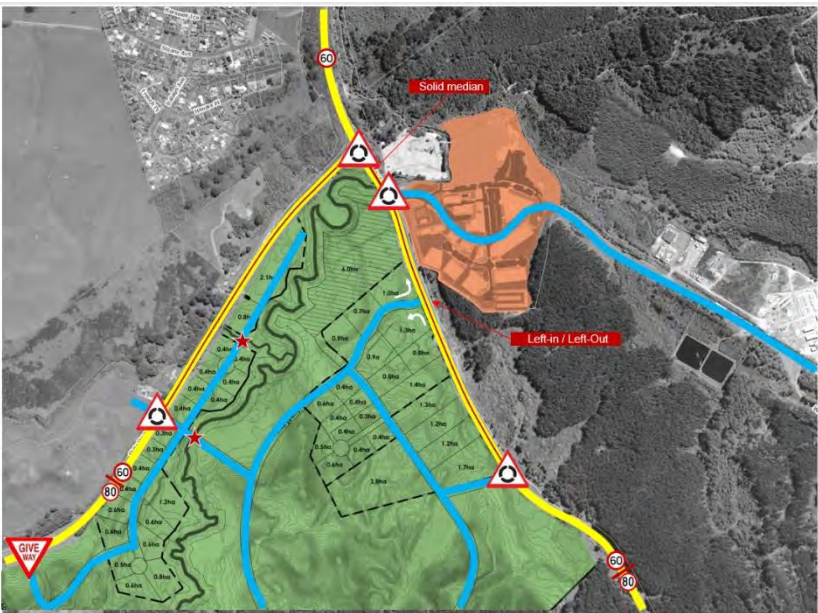
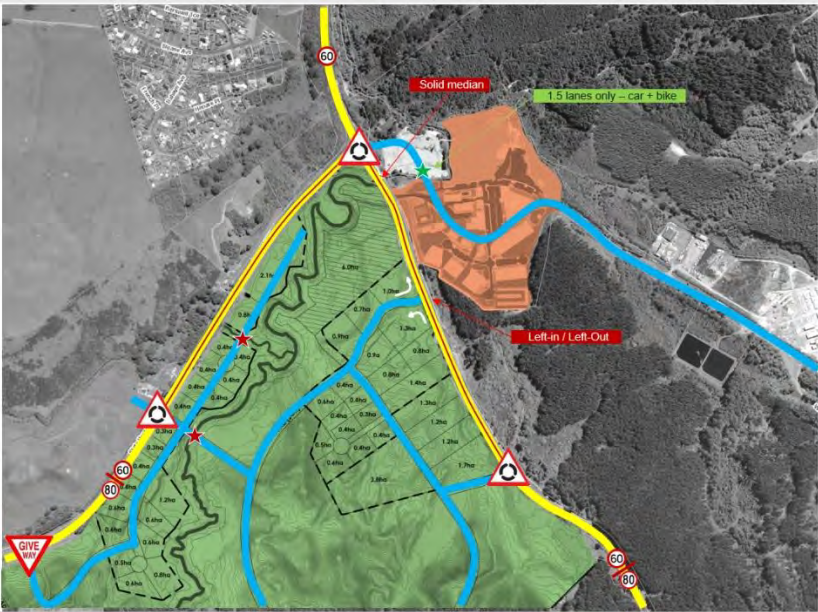
The long list of options is outlined in Table 7-1.

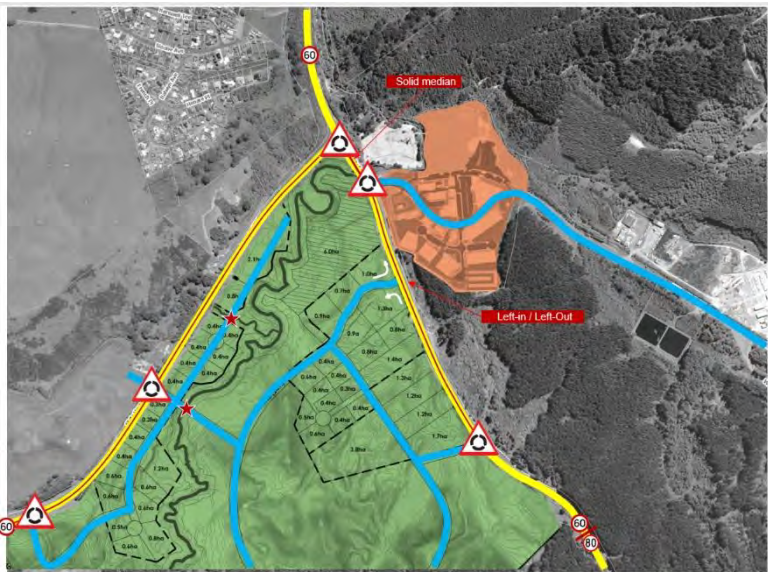
Table 7-1: Long List Options

Option	Description
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 SH5/Waipā State Mill Road - 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	Description
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 Red 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 Red Stag 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	Description
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 Re Stag 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/Waipa State Mill Road intersection to a roundabout - Solid median between SH5/SH30 roundabout and SH5/Waipa 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	Description
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	Description
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/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 

7.3 Assessment Approach

7.3.1 Initial Assessment of Options

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

The 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. It is designed so that it can be applied without having to obtain detailed evidence, but with input from subject matter experts (SME).

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.
- Unidentifiable benefit when compared with other more well-formed and comparable options.

7.3.2 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 Red 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.

7.4 Short List Options Assessment

This section provides a summary of the scoring of the short-listed options. This includes the Do Minimum, Options 3a, 5 and 5a, using an assessment framework that scores each against the Investment Objectives, critical success factors and opportunity and impacts considerations.

7.4.1 Assessment Approach

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

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 7-2: MCA Criteria

Theme	Weighting	Criteria	Sub-weighting	Assessment considerations
Investment Objectives	50%	Safety	25%	• Reduce DSIs • Delivering a Safe System (i.e.: roundabouts or other safe system intersection form)
		Efficiency and Access	20%	Along SH5 and SH30
			10%	In/out of Red Stag
			10%	In/out of the Peka Trust block
			20%	Connectivity (ease to turn around, number of turning restrictions etc.)
		Enabling Staged Development	15%	• Ease of staging
Critical Success Factors	25%	Technical difficulty	33%	• How achievable is this option
		Potential affordability	33%	• Cost
		Consentability	33%	• Land Acquisitions
Opportunities and Impacts	25%	Environmental effects / constraints	30%	• 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 impacts	15%	• Impacts on community in relation to jobs, recreation, services and severance, impacts on farming and business operations.
		Cultural impacts	15%	• Impact to natural environment, areas of cultural value
		Rat Running	15%	• Access configuration delays causing vehicles to rat run
		Climate change adaption	15%	• Extent to which the alternative or option exposed to climate change risk or other natural hazards over time
		Effects on Te Ao Māori	20%	• 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.

7.4.2 Results and Discussion

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 Red 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 Red 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 Red 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.

The table below provides the agreed MCA scores.

Table 7-3: MCA Short List Scores

Option	Investment Objectives						Success Factors			Opportunities and Impacts					
	Safety	Efficiency			Access	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	In/out of Peka Block											
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 7-4 provides a summary of the final scores.

It shows that Option 5 ranks clearly as the highest scoring option. On this basis, the project team and key stakeholders agreed that this should be progressed as the technically preferred option.

Table 7-4: MCA Summary Scores

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

7.5 Preferred Option - Overview

Option 5 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 include:

- Converting the current SH5/SH30 intersection to a roundabout.
- Converting the SH5/Waipā State Mill Road intersection to a roundabout.

- Four laning along SH5 between the Hemo Gorge Roundabout and Waipa State Mill Road.
- 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.
- Solid median between the Hemo Gorge Roundabout and Waipa State Mill Road.
- Speed limit reductions along SH30 and SH5.

The preferred option is presented as Figure 7-2.

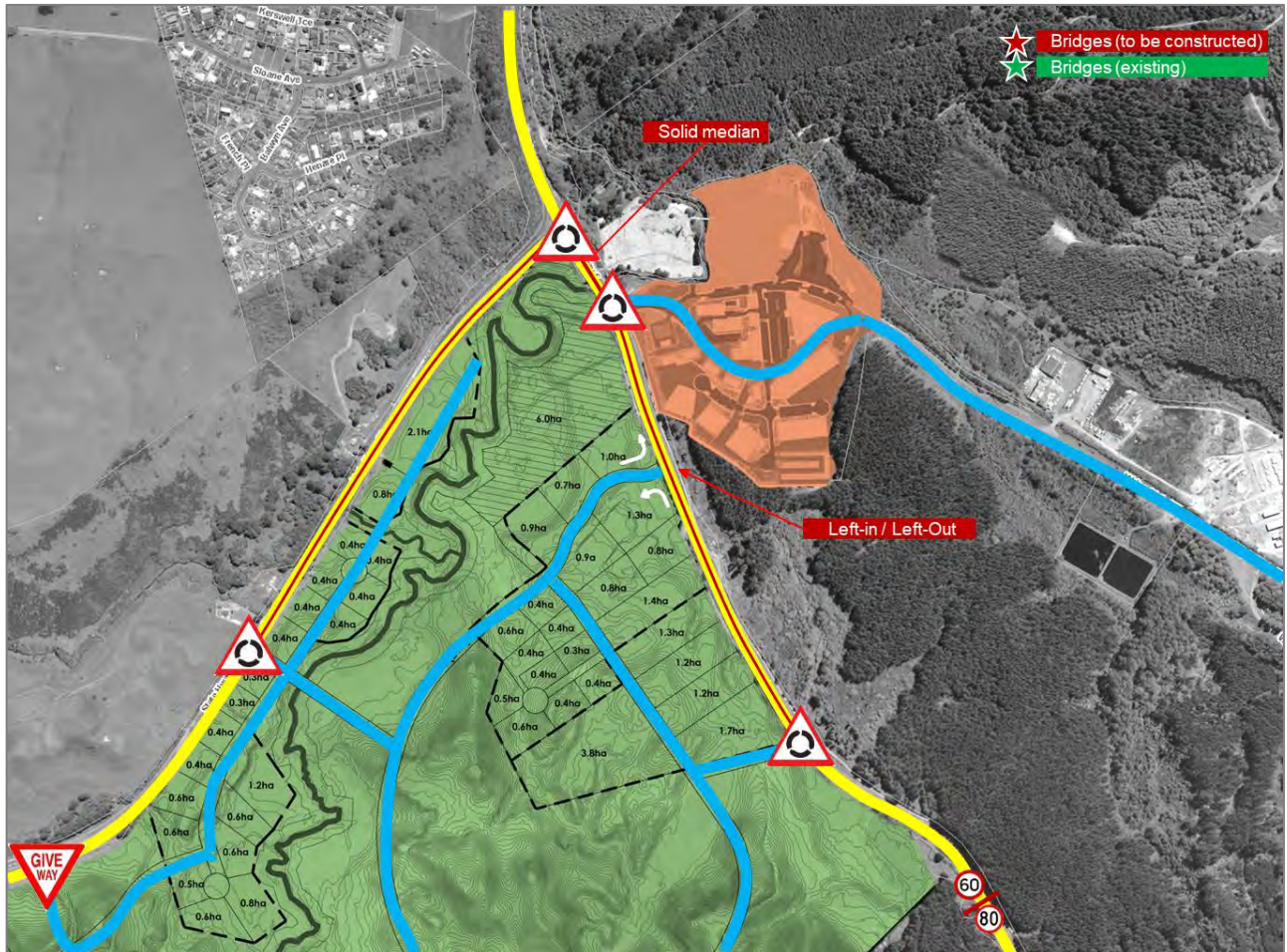


Figure 7-2: Indicative Preferred Option (Option 5)

7.6 Preferred Option – Traffic Modelling

Traffic modelling for the 2032 future year has been undertaken, using consistent inputs and assessment methodology to that used for the evaluation of the 'Do Minimum' scenario.

The purpose is to test the performance of the preferred option and to:

- Confirm whether it would enable full development to occur;
- Understand the size requirements for roundabouts;
- Identify the need for any four laning; and
- Assess whether improvements to the Hemo Gorge (SH5/SH30) roundabout would be required.

The network layout is shown as Figure 7-3.

Table 7-5: Future network performance - 2032

Scenario	Intersection	Level of Service			
		Intersection		Worst movement	
		AM peak	PM peak	AM peak	PM peak
Do Minimum	Hemo Road / SH5 / SH30	F	F	F	F
	SH30 / SH5	F	F	F	F
	Waipa State Mill Road / SH5	F	F	F	F
Preferred option ¹¹	Hemo Road / SH5 / SH30	A	B	B	C
	SH30 / SH5	A	B	B	D
	Waipa State Mill Road / SH5	A	A	B	B

The results show that the preferred option could fully support development of both the Peka Trust and Red Stag Timber. However, the scale of roading investment would be significant as it would need to capture:

- Dual-lane roundabouts at two locations;
- Single lane roundabouts at another two locations;
- Four laning between the Hemo Gorge roundabout and Waipa State Mill Road;
- Upgrading the Hemo Gorge (SH5/SH30) roundabout to provide dual-lanes. This would be a significant upgrade given that pedestrian/cyclist connections are already grade-separated with constrained space.

There will be ample opportunity for staging the various interim development activities and their timing with respect to background growth on the network will require individual scenario assessment. Indicative potential staging is described further in the following section.

7.7 Preferred Option - Potential Staging

There are various potential staging options to rolling out the preferred transport solution. An initial staging arrangement considered is presented below, which could allow for an incremental roll-out of the development. Note that the staging could be changed and will be subject to timing for various parts of the Peka Trust and Red Stag Timber developments.

¹¹ The level of service results for the preferred option assumes that heavy vehicles will make-up 5% of the total traffic for each movement.

Stage 1

- Formal, safe, access into an initial phase (highlighted in **blue**) of the Peka Trust (eastern) development. This would also facilitate safer access to Caltex.
- Give-way control would be suitable as the initial stage would only attract a relatively small number of trips.



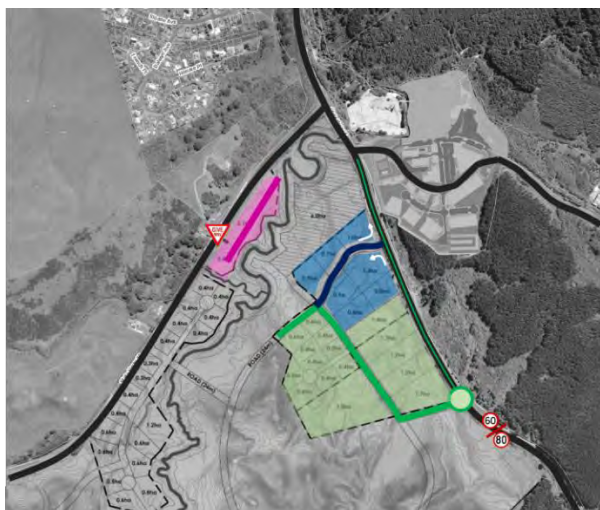
Stage 2

- Speed limit reduction south of the Peka Trust Block on SH5 from 80kph to 60kph.
- Conversion of the 'Caltex' (Peka Trust North) access point from a give-way control to 'left in / left out'
- Roundabout on SH5 at the Peka Trust South access to facilitate access to the entire southern block (highlighted in **green**)
- Roadside edge safety improvements and solid median along SH5.



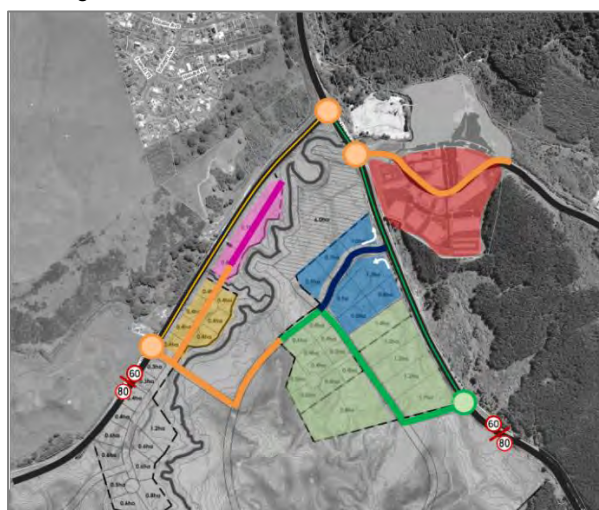
Stage 3

- Formal, safe, access into an initial phase (highlighted in **pink**) of the Peka Trust (eastern) development.



Stage 4

- Speed limit reduction along SH30 from 80kph to 60kph.
- Roundabout at SH5/SH30
- Roundabout at SH5 / Waipa Mill State Road
- Roundabout for the Peka Trust (eastern) development on SH30.
- Roadside edge safety improvements and solid median along SH30.



Stage 5

- Give-way controlled intersection to facilitate access to the Peka Block and South-Western area (**purple**)

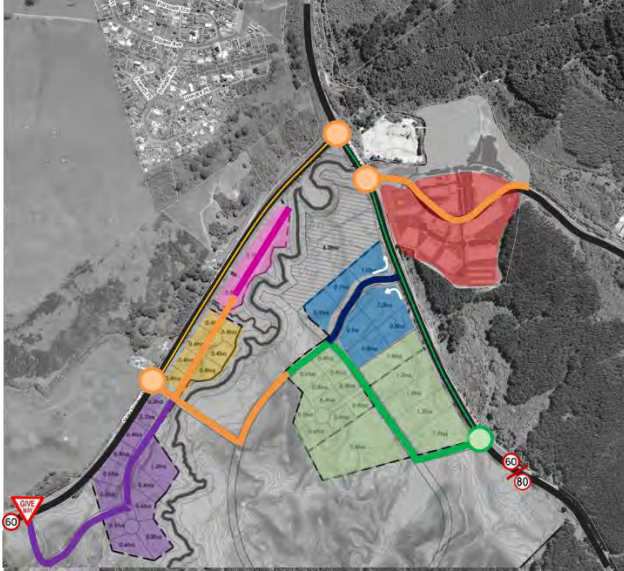
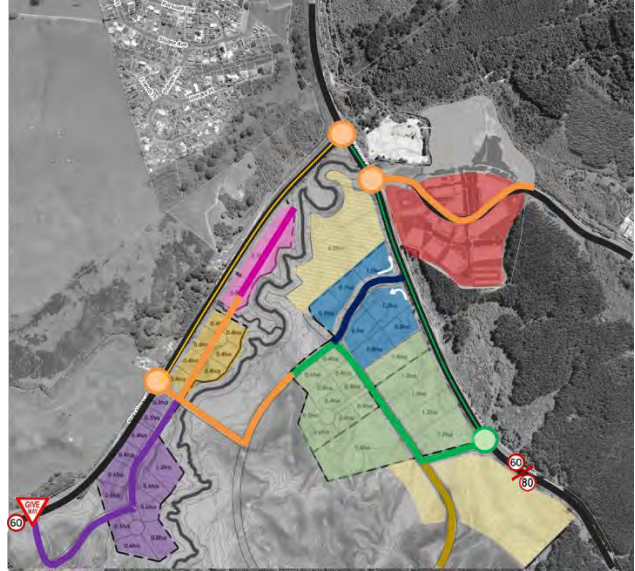


Figure 7-4: Potential development staging

Stage 6

- Full development – but no additional roading infrastructure required, as futureproofing would already have been done.



8 Next Steps

- 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.

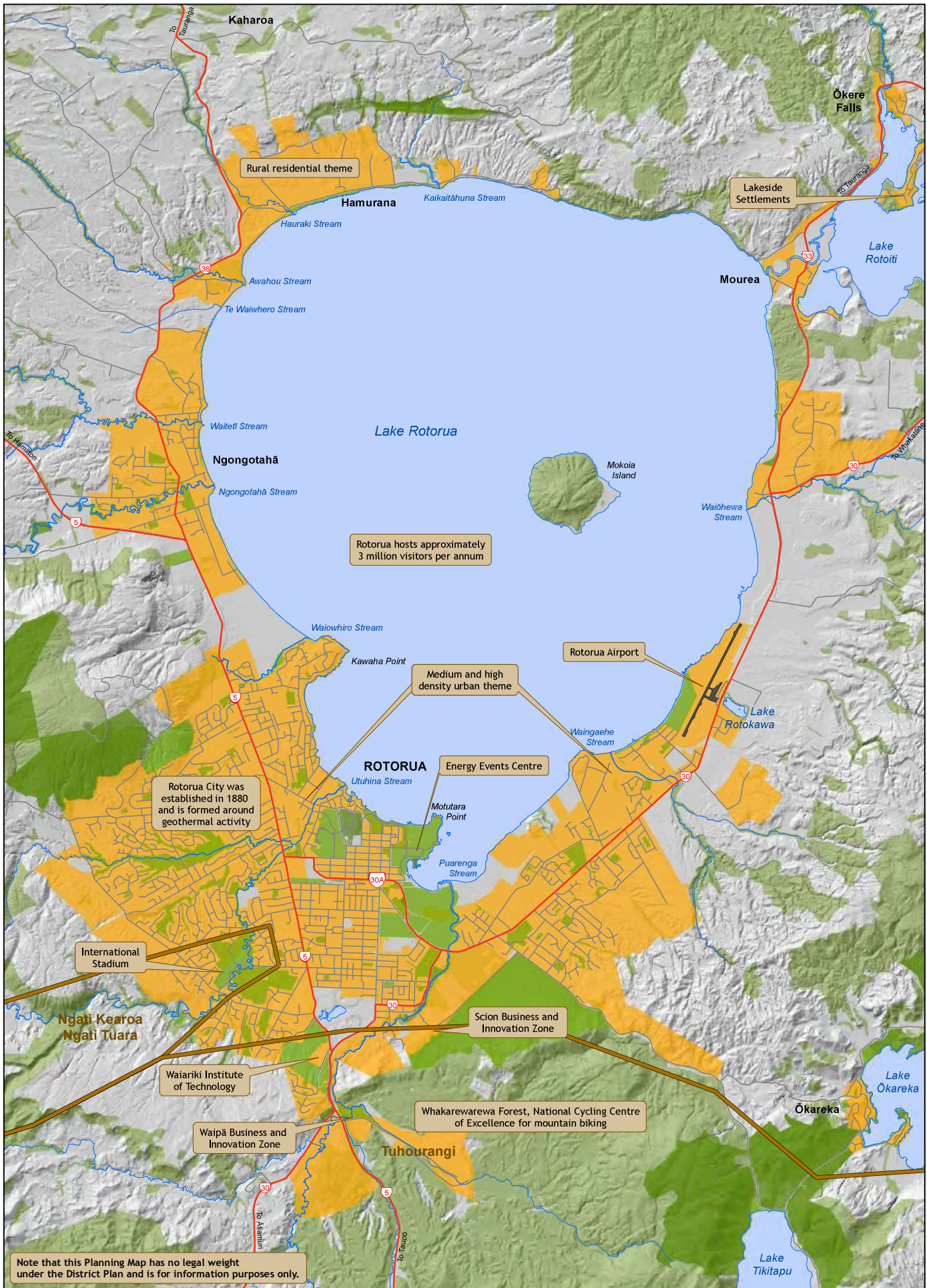
Appendices

We design with community in mind



Appendix A District Plan Maps



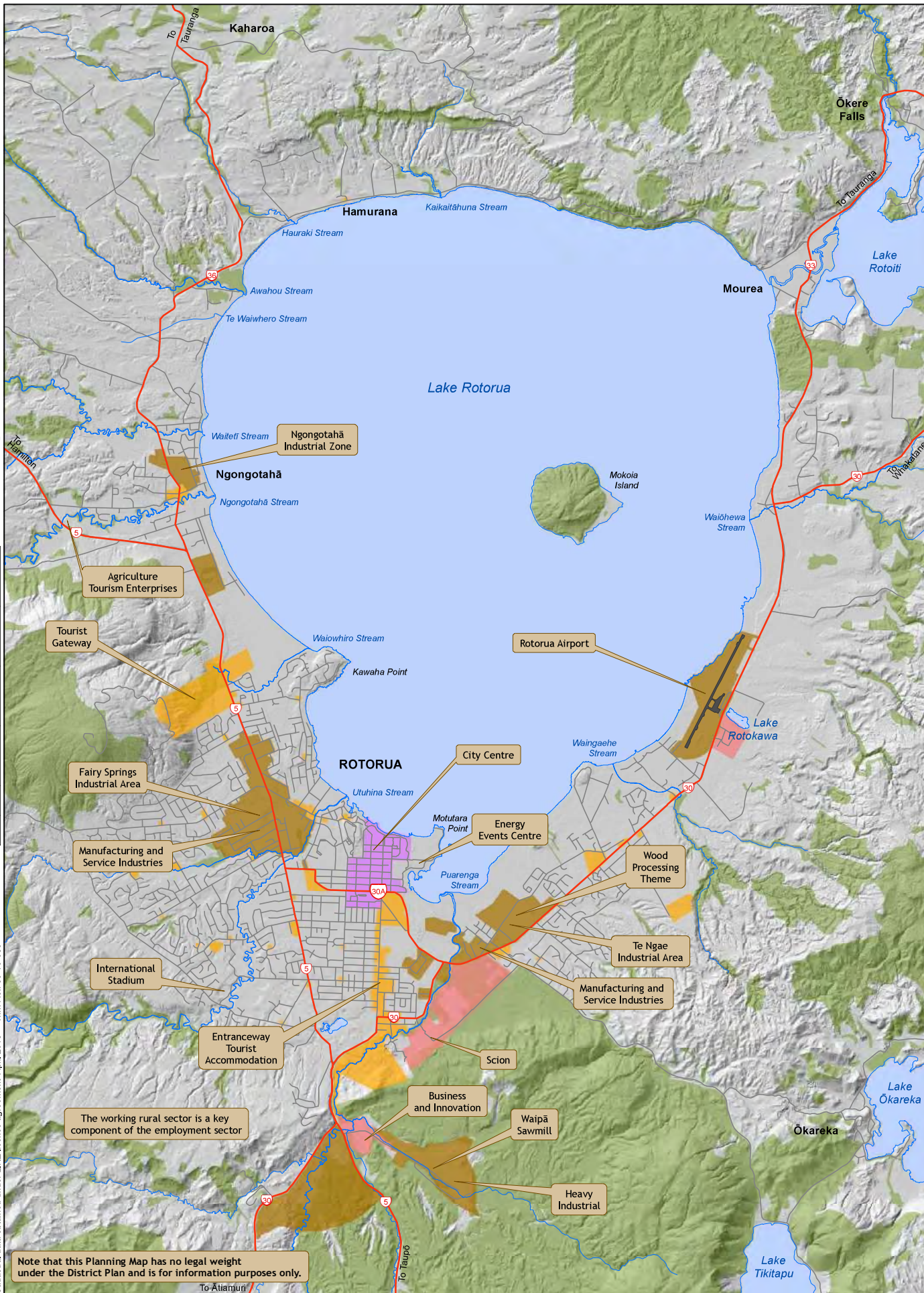


- Roads
- Streams
- State Highways
- Lakes
- Runway
- Urban Areas
- District Reserves
- Forest - Indigenous or Exotic
- Te Arawa River Iwi Trust Joint Management Area



District Plan

Strategic Overview - 101



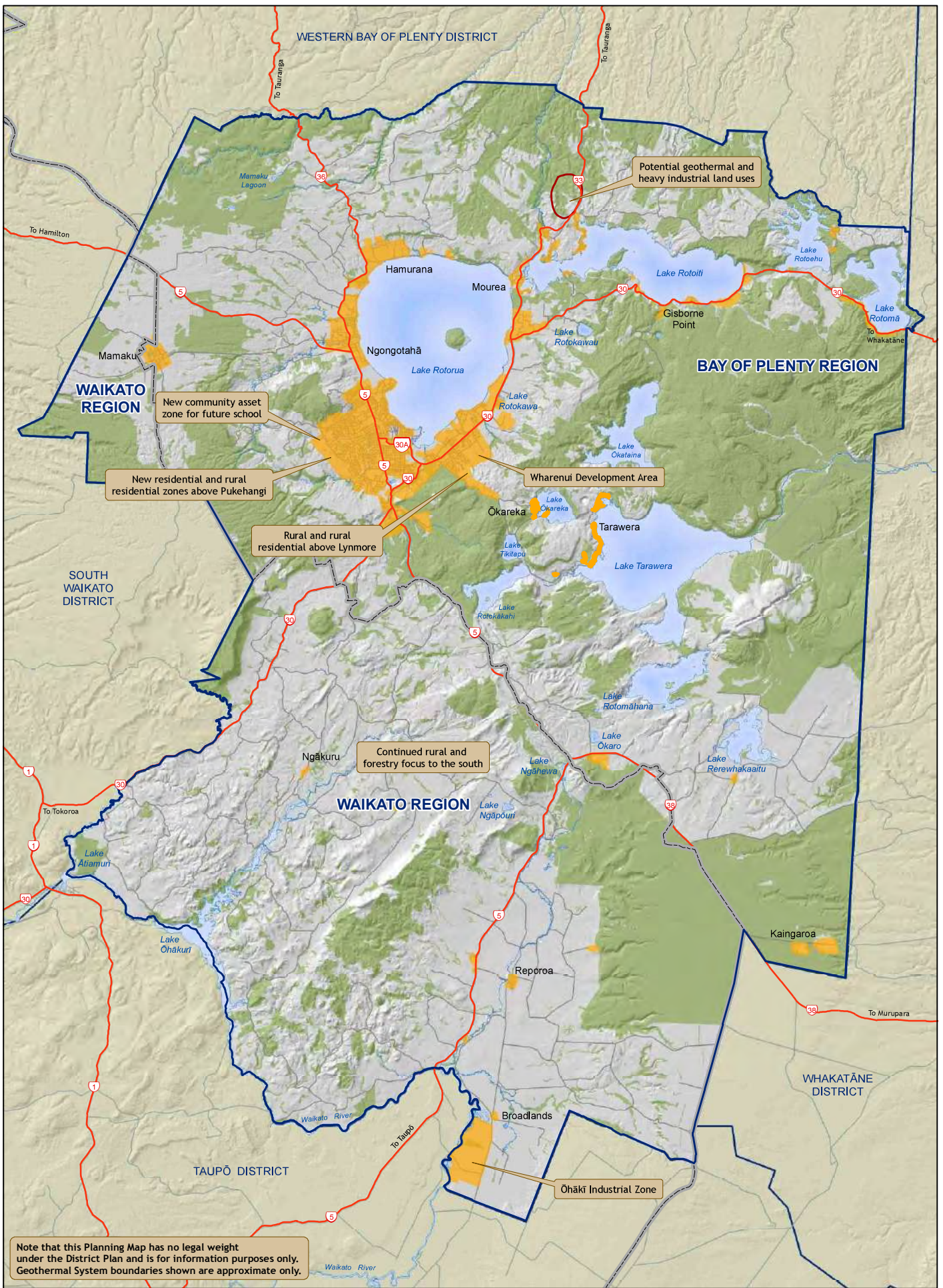
ROTORUA
LAKES COUNCIL



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

District Plan

102⁹¹ - Employment Sectors



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



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.

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.

— Height restricting boundary for Marae (Appendix 1).

Legend relevant to the map

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



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)	RDS Residential 5 (Residential Lifestyle - Whareniui 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.

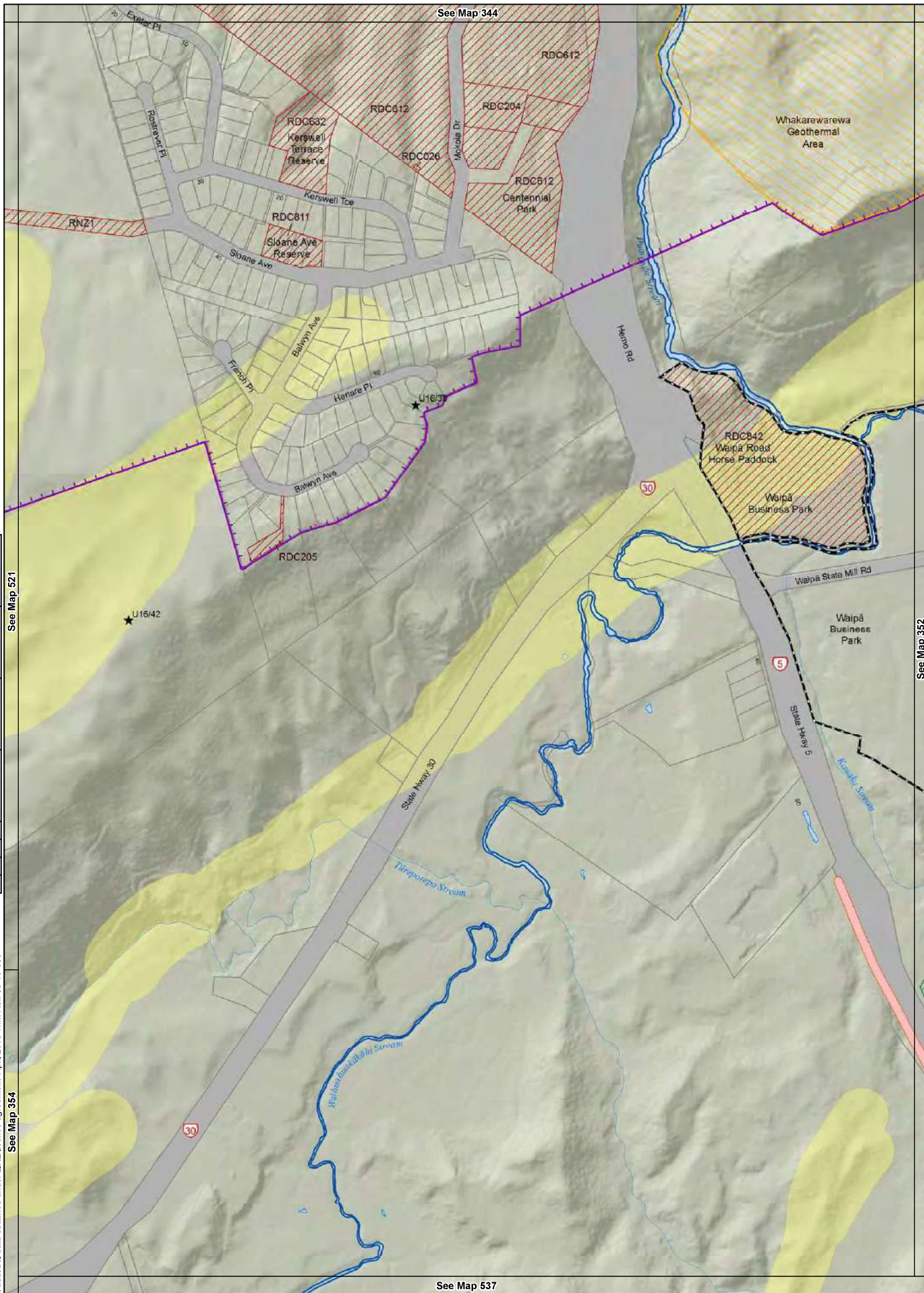
Extents

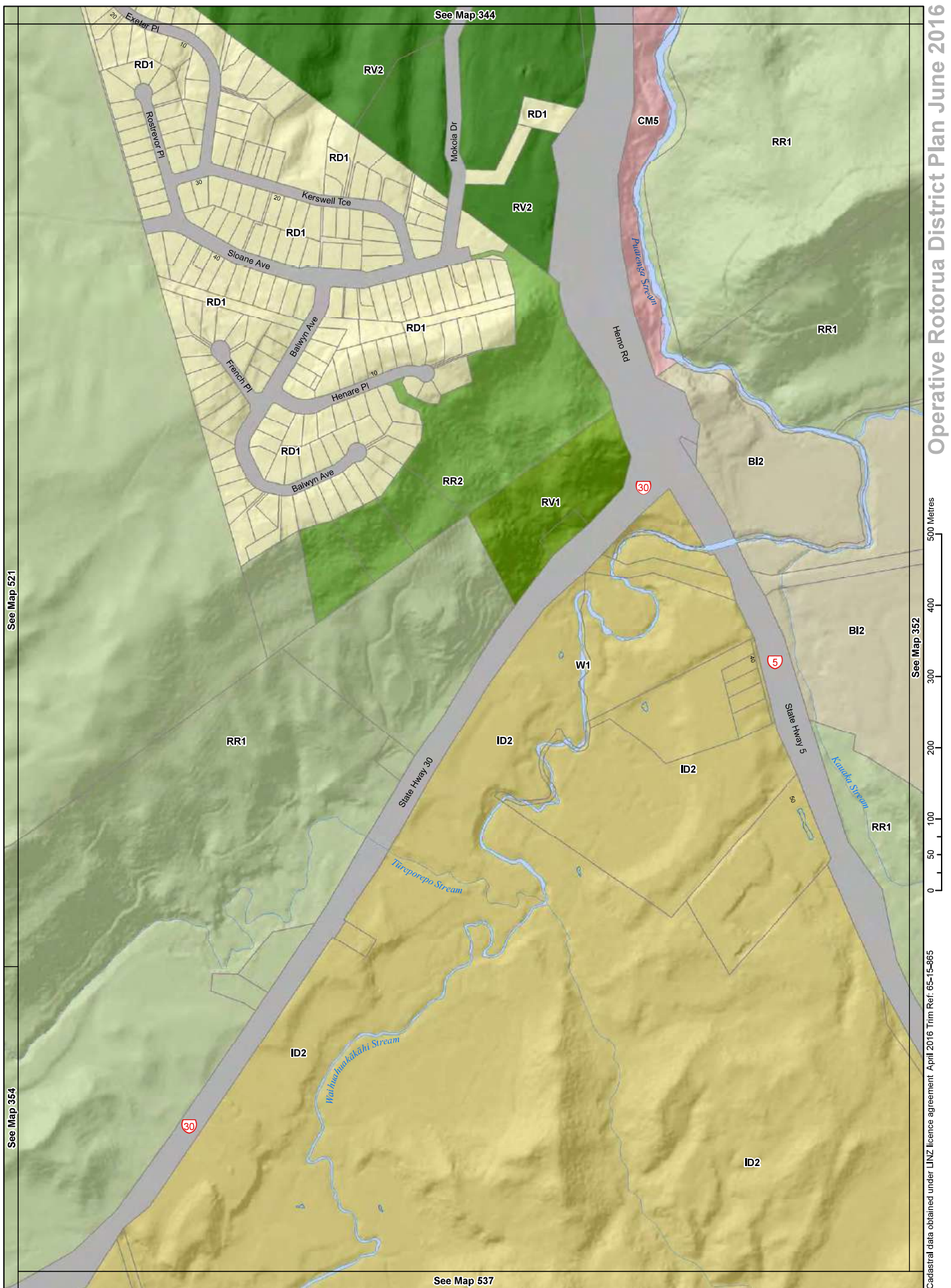
Marae	Gas Transmission Pipeline Corridor	Caldera Rim
Designations	Development Area	Water Bodies
White Pine Bush	Significant Natural Areas	Runway / Apron
Fault Avoidance Zone	Outstanding Natural Features and Landscapes	Rotorua District Boundary
Height Restricting Boundary for Marae	Waikato River Operating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





See Map 521
See Map 354
See Map 344
See Map 537
Cadastral data obtained under LINZ licence agreement April 2016 Tim Ref: 65-15-985
500 Metres
See Map 352

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



District Plan
351

See Map 345

500 Metres
400
300
200
100
50
0

See Map 351

See Map 353

Cadastral data obtained under LINZ licence agreement April 2016 Tim Ref: 65-15-985

See Map 537

See Map 355



District Plan 352⁹⁸

- | | | | |
|---|--|---|---|
| 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 | |

Whakarewarewa
Geothermal
Area

★ U16/144

177
Pōhāturoa

177

Waipa
Business
Park

UN6

Waipā Stream

Waipā State Mill Rd

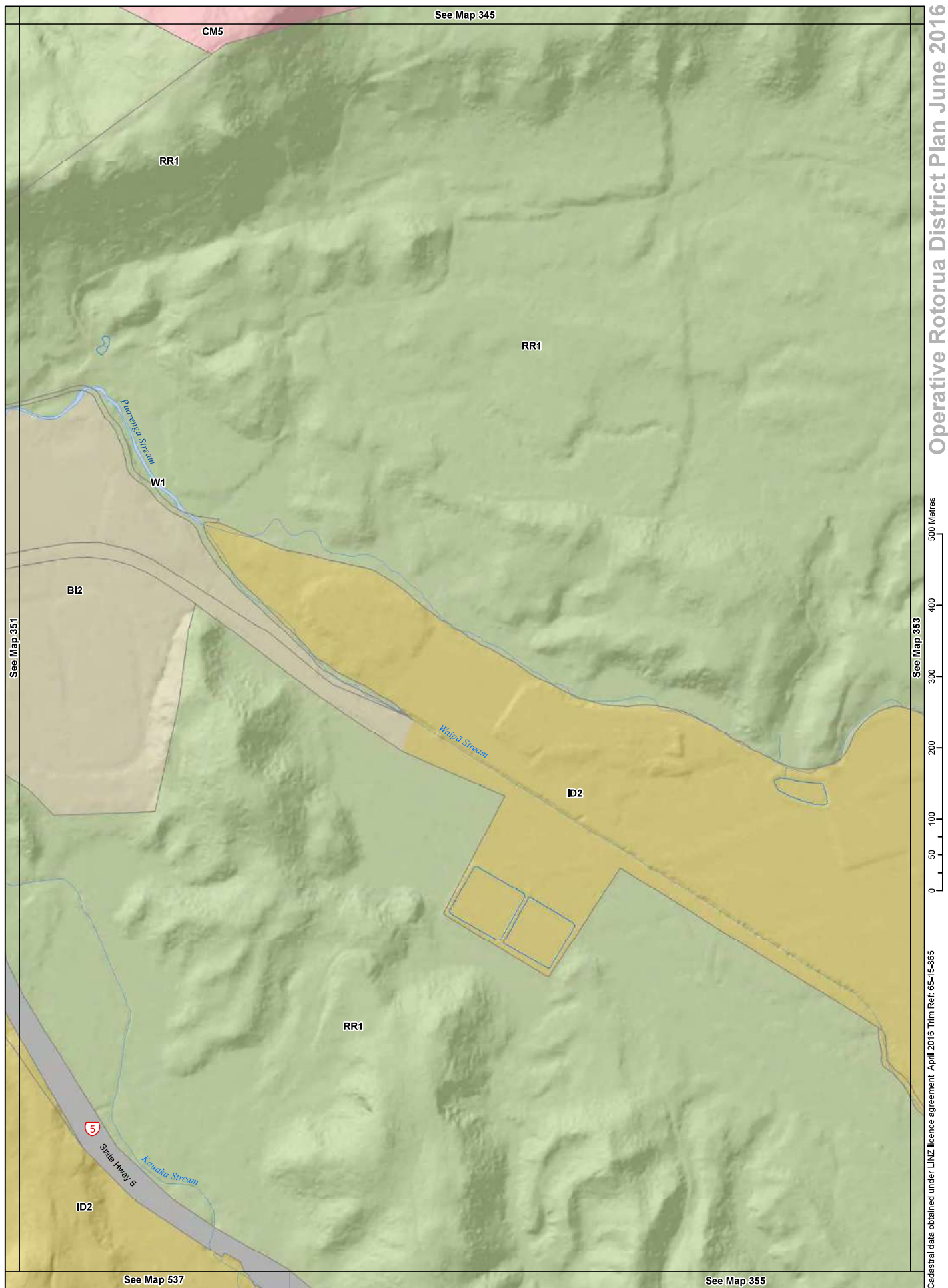
134
Waipā
Wetland

5

State Hwy 5

Kōwhiri Stream

Waipā Bypass Rd



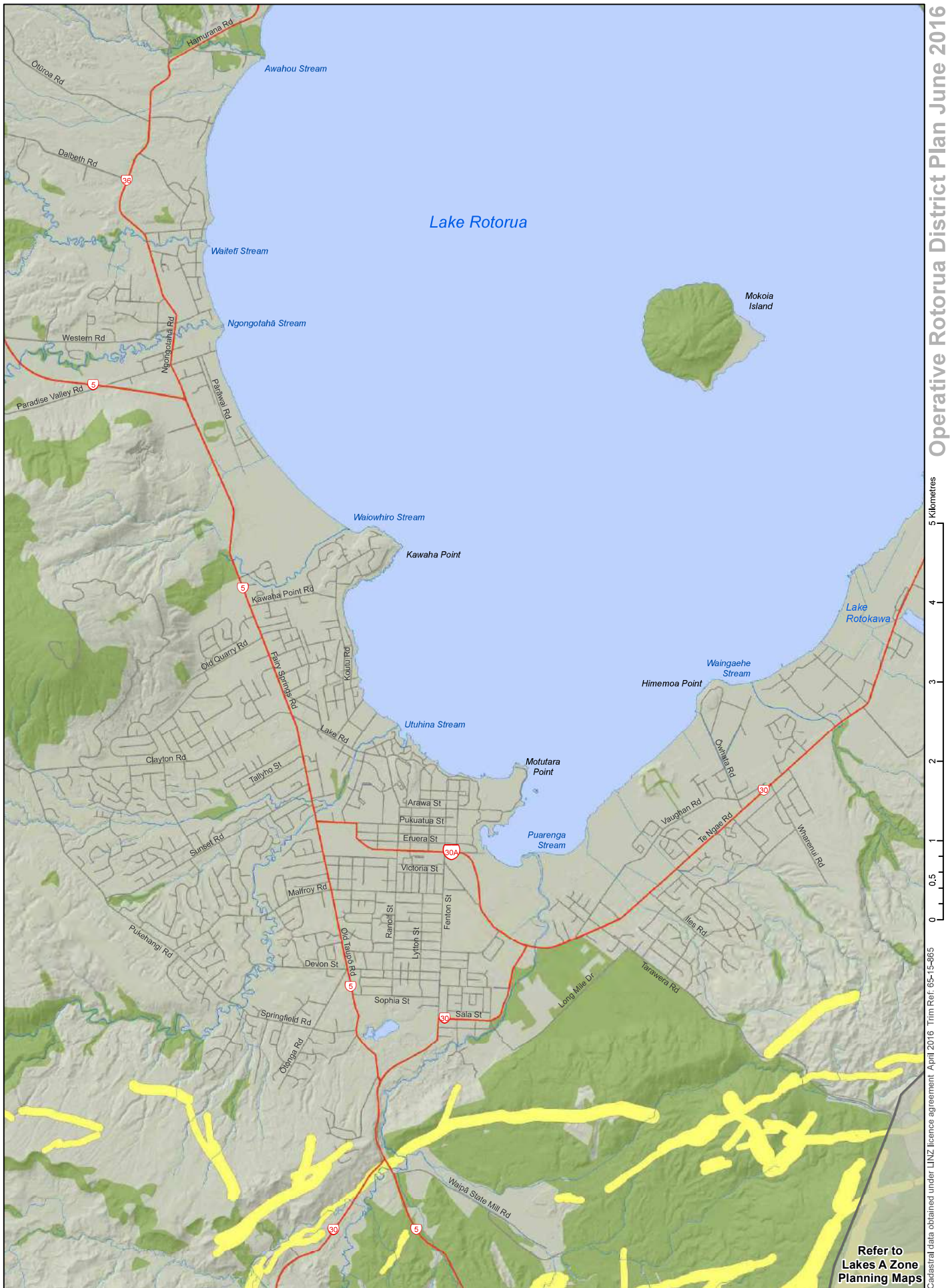
Cadastral data obtained under LINZ licence agreement April 2016 Tim Ref: 65-15-865

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



District Plan

352



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



Refer to
Lakes A Zone
Planning Maps

District Plan

Areas of Potential Fault Line Impact - 210

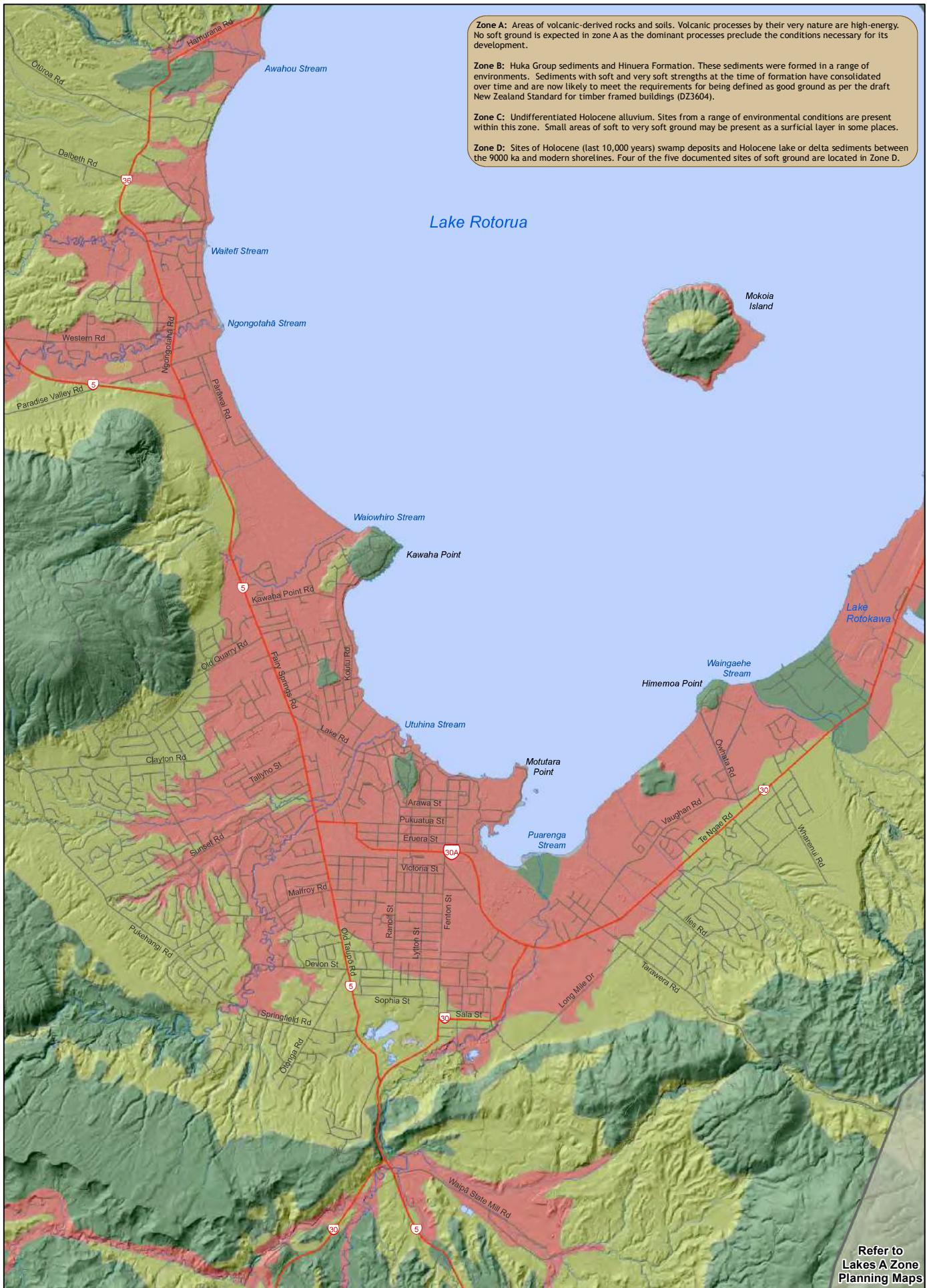


Zone A: Areas of volcanic-derived rocks and soils. Volcanic processes by their very nature are high-energy. No soft ground is expected in zone A as the dominant processes preclude the conditions necessary for its development.

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.



District Plan

Areas of Soft Ground Potential - 209

Appendix B Peka Trust Block History



Peka Block - History of the Land

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

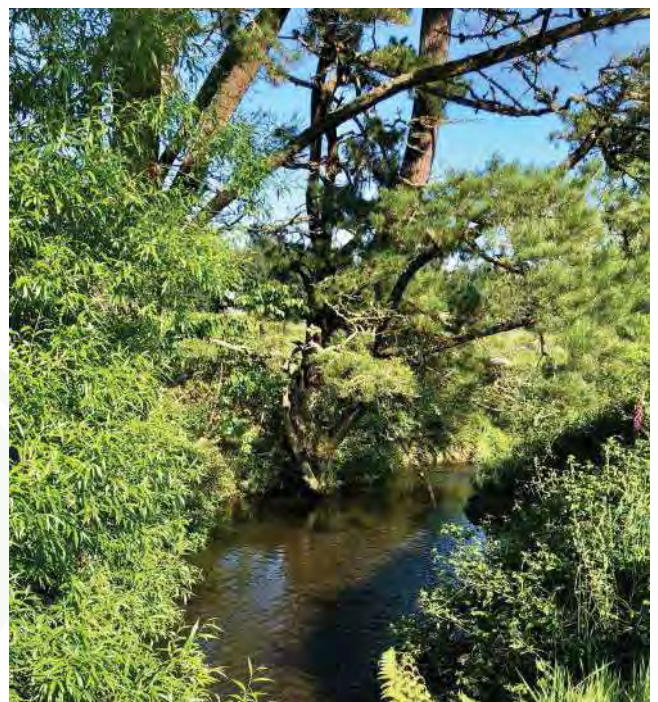
In the early 1980's Government decided to return land-blocks it had developed, those agencies were the Dept of Maori Affairs & Lands & Survey Dept, returned lands were free of debt. Peka was returned as a under-performing small sheep & cattle station. Despite best endeavours, the Trustees found difficult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

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 C Peka Trust Development Concept Plan



Key.

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

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

Peka Land Trust
Client

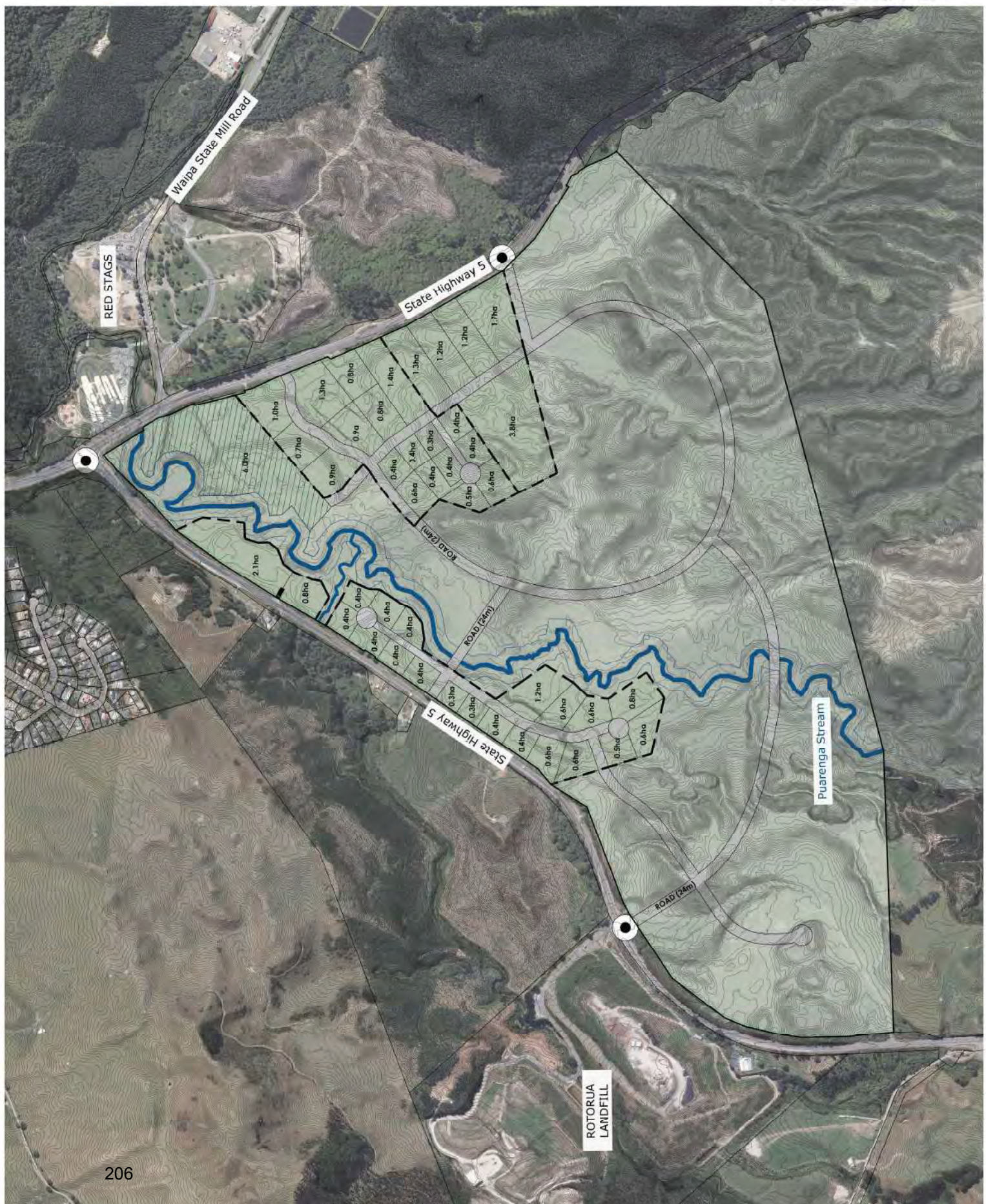
Industrial Development
Job Name

Scheme Plan
Drawing Title

PK-01
Drawing Number

Scale 1:5000 1:4000
B
Revision

Scale 1:5000 1:4000
B
Revision



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

State Highway 5

Waima State Mill Road

Murphy Road

State Highway 5

Appendix D Red 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
7.0	PRECINCTS	11
8.0	SITE USAGE	12
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.



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

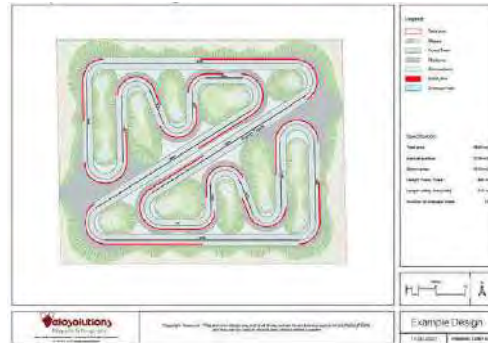
entry numbers across all types of sporting events. NZ Herald article 30th January 2021 reported a 50% spike in visitors coming out of Lock down. This was supported in the article with quotes from the many businesses operating in the area.

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 moteliers 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 Iwi 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