

Memorandum

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Attention: Chris Watt

Company: Western Bay of Plenty District Council

Date: 04 December 2025

From: Mark Apeldoorn Partner: Transport Planner

Message Ref: Takitimu North Link – Stage 2 Comments - Transport

Project No: BM250128

Purpose:

This memorandum has been prepared to inform Western Bay of Plenty District Council (WBoPDC) responses to the invitation to comment. The following comments are made in response to the NZTA Substantive Application for Approvals (1 August 2025), Integrated Transport Assessment (July 2025) and the Proposed Designation Conditions (24 October 2025) reports.

Comments – Accepted Matters:

Integrated Transport Assessment (ITA) Report

The ITA report appropriately describes the existing transport environment, the proposed works and has progressed regional transport modelling to inform the recommended design. The following key observations are made:

- Currently zoned and future land uses have been appropriately described;
- Road hierarchies are appropriate for the intended function and demand;
- Road safety has been appropriately described and responded to, there are strong and positive safety benefits;
- The highest risk safety areas are to be addressed with grade separation in the design;
- Active modes, public transport and school bus services are appropriately described and provided for.

Proposed Works

A full and appropriate description of the works is provided including the roading, intersections and interchanges, staging, compatibility with current road safety network change works at Omokoroa Road, and including tolling options assessment, speed limit changes, and road cross sections (inclusive of walking and cycling facilities).

Transport Effects Assessment

The key outcomes from the transport network assessment are assessed as appropriate:

- Road safety performance will materially improve with the project. Safe system design principles have been applied in determining the design approach recommended and this is aligned with NZTA and the New Zealand (Government Policy Statement on Transport) objectives.
- The road corridors are designed to safely and efficiently accommodate the volume of movement expected. The functional use of the corridors aligns with the transport movement demands they support.
- New intersections performance will be appropriately efficient and queuing appropriately addressed
- Tolling option impacts of travel times has been described, with between 9 and 17m travel time savings between Omokoroa and Tauranga CBD at 2035 and 2048 respectively. Improved reliability in travel times and enhanced community accessibility and movement effects are appropriately assessed in relation to the revoked state highway corridor.
- Walking and cycling facilities are adequate and appropriate in the context and environments they are proposed.
- Comparative travel time change benefits are assessed for public transport movement, with increased reliability, aligned with the project objectives.
- The property access assessments identify 37 properties as directly affected with 19 necessitating a change to the property access location. This is described as resulting in *“...small increases to travel times and travel distance for those residents to connect back to the old SH2 road.”* This is appropriately described as adding a “few minutes” to travel in some cases and is further assessed as being *“... more than offset by the significantly improved accessibility and safety provided to affected residents by the Project compared to current and future delays and safety risks accessing the existing SH2.”*
- Other indirectly affected property travel will be impacted by local road/intersection closures/changes. The nature of the changes and potential impacts are described and assessed. The most affected property (89 Ainsworth Road) is assessed as being subject to an additional 2.1km or 2 minutes of additional travel time in each direction. The impact for this and nearby properties has been had regard for in the assessments. Consequential safety and accessibility improvements resulting from the significantly reduced state highway traffic demands are appropriately described as positive effects. In the context of the wider project and objectives, the change effects are assessed as acceptable.
- Network resilience arising from the dual transport routes, improved capacity are described as significantly improving for incident mitigation, freight movement to/from the Port of Tauranga, commuting travel time and due to weather event disruption. Smart traffic management and variable messaging systems are proposed for the corridor to better support transport resilience and management outcomes compared with the current corridor.
- The overall assessment is assessed as appropriate, that the transport operational environment is expected to be significantly improved for commuting, freight movement, safety, resilience and accessibility. The potential for local road travel time and distance effects are acknowledged and are expected to be in part mitigated by the reduced travel times made available by the new state highway network.

Construction Traffic Effects

The nature of the construction works, earthworks, constraints, traffic and access has been described. The potential effects are appropriately proposed to be managed by way of both a Construction Management Plan and Construction Traffic Management Plan. These recommendations have been carried forward into the proposed conditions of consent. Overall, access is planned to predominantly rely on the current formed state highway corridor for materials importation, and the local roading network for access to the site. The

potential impact on local roading due to the significant volume of material imported is assessed as being provided for within the *Construction Management Plan* proposed *conditions CC2 (m) maintenance, monitoring and reporting procedures*. The overall approach is therefore assessed as appropriate in the context of the proposal.

Responses to Public Engagement

Responses to public engagement are appropriately described in the Substantive Application report, Table 4, page 72. By way of an overall assessment, it is concluded the responses to matters raised in public engagement are appropriately aligned with the stated objectives for the project. There are no identified departures or matters that would otherwise be contrary to the project objectives.

Proposed Conditions

Proposed designation conditions (October 2025) have been lodged with the application. We have had the opportunity to input to staged development of these in draft form.

The proposed conditions include specific direction in relation to:

- Construction Management Plan;
- Construction Traffic Management Plan;
- Stakeholder Communications Management Plan; and
- Site Specific Traffic Management Plans.

In my assessment and based on the prior engagement inputs and responses, I am satisfied the provisions within these Plans are appropriate to address the transport effects due to the proposal.

Comments – Outstanding Matters

Nil.

Overall Comment and Assessment

By way of an overall assessment and comment it is noted as follows:

- We have been actively engaged by the applicant in relation to draft transport assessment and conditions development;
- The matters we have raised have all been addressed and provisions included within the relevant management plan provisions of the draft conditions;
- Our subsequent assessments of the lodged application have not identified any further matters to considered and our assessment is that the relevant transport planning effects are appropriately addressed in terms of the project objectives framework;
- Accordingly, our assessment is there are no further outstanding transport matters warranting comment or which would preclude the proposal from being accepted.

Mark Apeldoorn

Partner: Transport Planner

Boffa Miskell, for Western Bay of Plenty District Council