

8 Consultation

8.1 Introduction

This section of the report focuses on the consultation that has been undertaken with statutory bodies, tangata whenua, and key stakeholders who are likely to be affected by, or who have an interest in any development of Broadlands Road. The following groups have been consulted:

- Department of Conservation
- New Zealand Road Transport Authority
- New Zealand Land Transport Safety Authority
- New Zealand Automobile Association
- Environment Waikato/Environment BOP
- New Zealand Police
- New Zealand Ironman Association
- Bike Taupo
- Reporoa Resident and Ratepayers Association
- Fish and Game Council
- Iwi

The following information provides a summary of the key issues raised. The terminology used is predominantly that provided by the consulted parties.

8.2 Department of Conservation (DOC)

Both the Bay of Plenty and Tongariro/Taupo conservancies were contacted. The main concern raised by DOC is in regard to access to both the Rotokawa Conservation Area and the Broadland Scenic Reserve. If any work is proposed to be undertaken, then further discussions will need to take place with DOC.

8.3 New Zealand Road Transport Authority

- Increase in number of trucks now using the road instead of State Highway has grown immensely (300+ trucks per day).
- The road is very narrow in places, when 2 trucks pass in opposite directions there is not much room for error.
- The road has no shoulders in many places so trucks cannot pull over safely to allow vehicles to pass.
- There are no passing lanes.
- The road is lethal in the wet as water sits in the wheel wells that the trucks travel as the road has sunk.
- Cars find themselves aqua planing on the water.

8.4 New Zealand Land Transport Safety Authority

- No specific issues

8.5 New Zealand Automobile Association

- Mix of inter-provincial and heavy traffic.
- Traffic volumes likely to continue to increase
- Possible need for passing lanes as a result of increased traffic and mix of traffic.
- Increased volume of logging trucks
- Residential and lifestyle blocks continue to develop along this section of road
- Need to look closely at impact of Taupo Bypass on traffic volumes
- Increased need for maintenance due to increased number of HMV's using road.

8.6 Environment Waikato/Environment BOP

- Planning for the Strategy Study is consistent with the policy objectives of the Regional Land Transport Strategy, which encourages Road Controlling Authorities to undertake corridor studies of their networks and identify areas of deficiencies and improvements.
- At the regional level we are very interested in future planning for this road and are willing to contribute in more detail as the Strategy Study progresses. We will also be able to advise you on environmental issues associated with any potential improvements that you may identify.
- As part of the new transport management regime under the Land Transport Management Act 2003 and the New Zealand Transport Strategy we would encourage you to identify opportunities to enhance alternative modes of transport such as walking and cycling and identify ways in that these modes can be accommodated.

Bill McMaster, the programme manager for land transport for Environment Waikato, has also consulted with EBOP in the construction of these comments.

8.7 New Zealand Police

- Main concern is the safety aspect of road widening.
- Recommended that any road widening is accompanied by consideration to employ steps to 'calm' traffic travelling along the road. These can include widening of centreline within guidelines. Use of diagonal stripes on the shoulders. Bringing the shoulders closer to the centreline at times narrowing the roadway to 'calm' traffic. Rumble strips on centreline where no passing lines are employed and use of cats eyes on not only the centreline but also the shoulder lines on bends.

8.8 New Zealand Ironman Association

Numerous attempts were made to gain comment from this organisation. At the time of collating this report we had not received any response.

8.9 Bike Taupo

- Broadlands Road is an important cycling route
- Road width not wide enough. Provision for a designated cyclist lane needed. Road widening required.
- Existing bridges restrict safe passage for cyclists. Signs required warning motorists of hazard to cyclists.
- Need for cyclist facilities via the industrial area in Miro Street and Crown Road.

8.10 Reporoa Resident and Ratepayers Association

- Carriageway is too narrow for the size and volume of traffic that use it
- Water build up is a danger to cars.
- The intersection at Homestead Road is very dangerous for turning traffic, both into and out of Homestead Road.
- Lack of width creates problems with heavy traffic and cyclists.
- Roadside marking needs to be improved, particularly in the areas most affected by fog.

8.11 Eastern Fish and Game Council

- Identified five areas of environmental sensitivity, Mangatete, Torepatutahi, Kaiwhitiwhiti, Kereua and Pueta Streams. These streams have significant trout spawning and rearing values and provide invaluable habitat to waterfowl within the district.
- Provided a number of generalised conditions regarding roading development and bridge reconstruction in close vicinity to the sites identified above.

8.12 Iwi

The following contacts were sent information on the Broadlands Road Strategy Study, and were asked for comments relating to the study.

- Mrs Emily Rameka (Tauhara Hapu Resource Management Act Committee)
- Mr Peter Clarke
- Mr Te Reo Whakakotahi Wall
- Mr Harvey Karaitiana
- J Rameka
- Warwick Rika (Te Runanaga O Ngati Whaoa)
- Rawiri Te Whare (Te Runanga O Ngati Tahu)

The contact list was derived from lists supplied by the Iwi Liaison officers in both Taupo and Rotorua District Councils.

Consultation has identified the importance of stream crossings and their margins, and the need to mitigate any impacts on these features arising from any road construction or alteration. Although few details have been supplied, traditional geothermal sites have also been identified as areas of importance to the Tangata Whenua. It is recommended that prior to any further development of Broadlands Road, extensive consultation with iwi be undertaken to ensure that sites and issues of importance are identified early on.