



SH2 TAKITIMU NORTH LINK TOLLING PROPOSAL

Consultation summary report

01 November 2024

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Executive summary

State Highway 2 (SH2) Takitimu North Link is a new 13.8km 4-lane expressway between Tauranga and Ōmokoroa. Once complete, the SH2 Takitimu North Link will support economic growth and productivity and improve safety, access and resilience for the Western Bay of Plenty.

SH2 Takitimu North Link is being delivered in 2 stages:

- Stage 1 is a 6.8km 4-lane offline expressway that is currently under construction, funded through Crown funding and scheduled to open in 2028.
- Stage 2 (one of the government's Roads of National Significance) extends the expressway a further 7km to the SH2 / Ōmokoroa Road Intersection with funding for route protection provided through Crown funding. Based on the remaining design, consenting and construction phases Stage 2 opening is potentially feasible by 2034.

The Land Transport Management Act 2003 (LTMA) sets out the legal framework for road tolling in New Zealand. Under the LTMA, road tolling schemes can be introduced to provide funds for 1 or more of the following activities, namely, the planning, design, supervision, construction, maintenance, or operation of a new road.

Road Controlling Authorities (RCAs) may submit tolling proposals to the Minister of Transport for consideration. The Minister of Transport has sole responsibility in recommending to the Governor-General the establishment of a road tolling scheme through an Order in Council. In making a recommendation to the Governor-General, the LTMA requires that, amongst other considerations, the Minister of Transport must be satisfied:

- that there has been adequate consultation on the proposed tolling scheme
- with the level of community support for the proposed tolling scheme in the relevant region or regions.

The purpose of this document is to assist in the consideration of the adequacy of consultation and level of support for a proposed tolling scheme for SH2 Takitimu North Link.

To be effective, public consultation on the proposal to toll SH2 Takitimu North Link ran from Monday 9 September 2024 to Monday 7 October 2024, and involved a combination of the following:

- Online consultation form
- A plain-English hard copy document explaining the tolling scheme
- An advertising strategy that ensured that communities were aware of the proposal, timing and could provide input.

We received a total of 2,317 responses from the public and a range of key stakeholders. The feedback told us:

27% of respondents support tolling Takitimu North Link

- 12% (274 people) support the proposed tolling
- 15% (350 people) support the proposed tolling but suggest some changes.

71% of respondents think costs should be met in other ways

- 58% (1349 people) told us they do not support tolling for this road
- 13% (297 people) do not support tolling of any roads.

2% of respondents (47 people) were unsure about the proposal.

People who support and do not support the tolling proposal shared similar suggestions in their feedback. Across the feedback we found:

<p>19% (346 people) said that the proposed toll rate was too expensive and should be lowered.</p> <p>57 people made suggestions of a new price; the most common suggestion was \$2.</p>	<p>Other suggestions about the proposed tolling:</p> <ul style="list-style-type: none"> • Remove one of the existing tolls (81). • Remove the toll once the road is paid off or after a fixed period (48). • Offer a multi-use discount (42). • Charge more for heavy vehicles (33). • Make it free or reduced for residents (29). • Make the toll only one way (5).
<p>90 people (4%) disagreed with peak charges.</p>	<p>Reasons for disagreeing with peak charges:</p> <ul style="list-style-type: none"> • People have limited say in when they need to go to work. • It would discourage people using the road when it is needed most.
<p>46 people mentioned that they would like transparency around the use of tolls collected.</p>	<p>47 people commented that the public transport options were not adequate.</p>
<p>107 people (5%) commented that toll roads don't add much value to travel times and are poorly maintained.</p>	<p>86 people mentioned that the current road is not suitable as a free alternative.</p>

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1. Background and Purpose

State Highway 2 (SH2) Takitimu North Link is a new 13.8km 4-lane expressway between Tauranga and Ōmokoroa. Once complete, the SH2 Takitimu North Link will support economic growth and productivity and improve safety, access and resilience for the Western Bay of Plenty..

SH2 Takitimu North Link is being delivered in 2 stages:

- Stage 1 is a 6.8km 4-lane offline expressway that is currently under construction, funded through Crown funding and scheduled to open in 2028.
- Stage 2 (one of the Government's Roads of National Significance) extends the expressway a further 7km to the SH2 / Ōmokoroa Road Intersection with funding for route protection provided through Crown funding. Based on the remaining design, consenting and construction phases Stage 2 opening is potentially feasible by 2034.

The Government Policy Statement for land transport 2024 (GPS 2024) sets an expectation that NZ Transport Agency Waka Kotahi (NZTA) should consider tolling to construct and maintain all new roads.

The Land Transport Management Act 2003 (LTMA) sets out the legal framework for road tolling in New Zealand. Under the LTMA, road tolling schemes can be introduced to provide funds for 1 or more of the following activities, namely, the planning, design, supervision, construction, maintenance, or operation of a new road.

Road Controlling Authorities (RCAs) may submit tolling proposals to the Minister of Transport for consideration. The Minister of Transport has sole responsibility in recommending to the Governor-General the establishment of a road tolling scheme through an Order in Council. Nonetheless, the Minister of Transport may wish to consult with Cabinet colleagues before making such a recommendation.

In making a recommendation to the Governor-General, the LTMA requires that the Minister of Transport must be satisfied:

- that there has been adequate consultation on the proposed tolling scheme,
- with the level of community support for the proposed tolling scheme in the relevant region or regions,
- that a feasible, untolled, alternative route is available to road users, and
- that the proposed tolling scheme is efficient and effective.

The Minister of Transport has discretion to determine whether the proposal meets legislative requirements and also to decide whether to recommend, modify or decline a road tolling scheme.

The purpose of this document is to assist in the consideration of the adequacy of consultation and level of support for a proposed tolling scheme for SH2 Takitimu North Link.

2. Feedback sought

From Monday 9 September 2024 to Monday 7 October 2024, NZTA sought public feedback on the proposal to toll Takitimu North Link. Findings from the tolling assessment showed that tolling revenue for Takitimu North Link would allow for the Stage 1 maintenance costs to be covered so the road remains at an appropriate standard and would support the construction phase for Stage 2.

The proposal in this consultation included the proposed variable toll prices:

Table 1 – Consultation toll pricing

Time of day	Light vehicles	Heavy vehicles (Over 3500kg gross vehicle mass)
Peak (7am–9am and 4pm–6pm)	\$3.10	\$6.20
Off-peak (9am–4pm and 6pm–7am)	\$2.10	\$4.20

Table 1

When Stage 2 opens there will be 2 separate gantry points. When travelling the full length between Tauranga and Ōmokoroa the toll prices being consulted on are:

Time of day	Light vehicles	Heavy vehicles (Over 3500kg gross vehicle mass)
Peak (7am–9am and 4pm–6pm)	\$4.10	\$8.20
Off-peak (9am–4pm and 6pm–7am)	\$3.10	\$6.20

Table 2

When travelling in either Stage 1 (Tauranga to Te Puna) or Stage 2 (Te Puna to Ōmokoroa) toll prices remain as in table 1 for each section.

(2024 dollars subject to factors including CPI increases)

The public could give feedback on the proposal via our online survey, using our freepost hard copy feedback form, or requesting a form by emailing bopprojects@nzta.govt.nz

The Takitimu North Link tolling webpage and consultation brochure can be found [here](#)

2.1 Activities to raise awareness

To be effective, public consultation ran for 4 weeks, and involved a combination of the following:

- Online consultation form
- A plain-English hard copy document explaining the tolling scheme

- An advertising strategy that ensured that communities were aware of the proposal, timing and could provide input.

The following consultation activities were carried out to raise awareness and seek feedback on the tolling proposal:

- NZTA media release – articles published in NZ Herald, Stuff, RNZ, Sunlive.
- Tolling consultation webpage on the NZTA website.
- Delivered 9,700 consultation postcards to properties in the Western Bay of Plenty District along the SH2 corridor and local roads.
- Printed 2,000 consultation brochures with submission form which were available from council offices and libraries in Tauranga, Ōmokoroa, Waihi, Waihi Beach, Katikati, Papamoa and Mount Maunganui, and project site office.
- Promoted consultation in 2 Takitimu North Link project email newsletters, to 2500+ subscribers, including around 140+ stakeholders (council staff, recreational groups, road user groups, emergency services).
- Promoted social media posts on NZTA Waikato Bay of Plenty Facebook page (total reach 79k), and national NZTA Facebook page.
- Drop-in session held at Takitimu North Link Stage 1 project site office in Te Puna 11 September 2024.
- 3 weeks of radio advertising targeting Bay of Plenty (Tauranga, Ōmokoroa, Te Puna, Bethlehem, Katikati, Waihi, Waihi Beach, Coromandel).
- 4 weeks of digital advertising targeting Bay of Plenty region.
- Print advertising in Bay of Plenty Times, Weekend Sun, Te Puke Times, Katikati Advertiser, Hauraki Coromandel Post.

3. Summary of feedback

3.1 Number of submissions

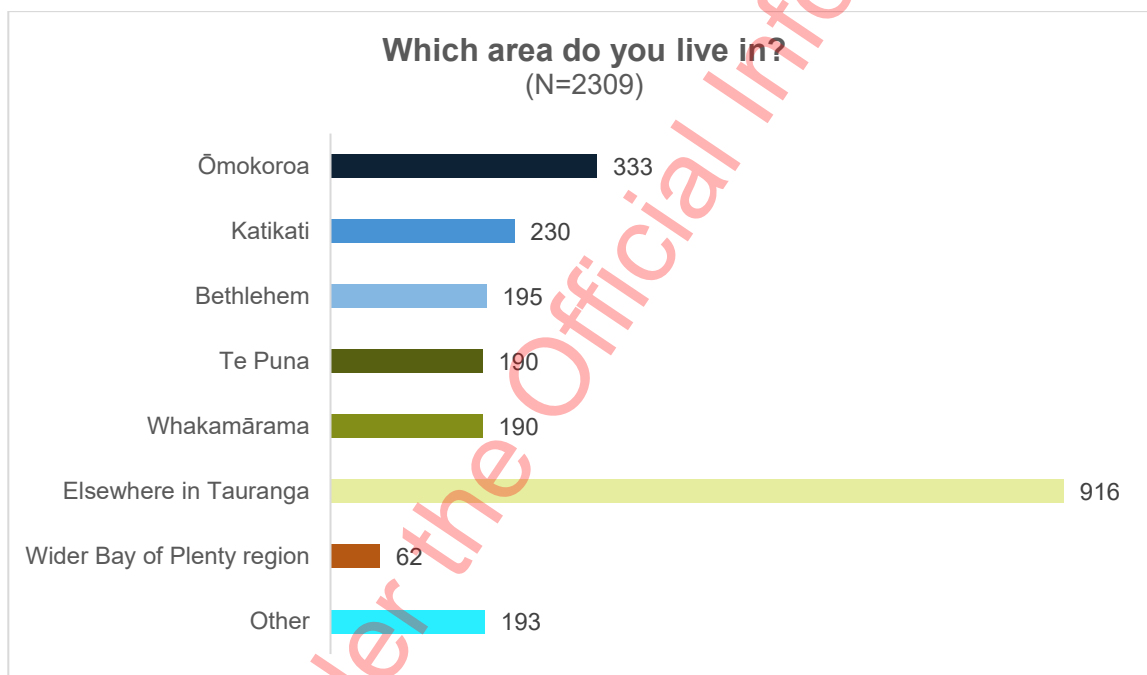
We received a total of 2,317 submissions on this proposal consisting of 2,308 submissions from the public and 9 submissions from key stakeholder groups.

Of the submissions received, 2,285 were completed using the online feedback form and 9 were emailed to us, and 23 hard copy forms were received.

3.2 Who we heard from

Most people we heard from live or work in the area in the immediate community (2,128 respondents, 92%). Those from outside the area (181 respondents, 7%) have other interests in the proposed Takitimu North Link tolling, such as travelling to the area for work, recreation or to visit people. The remaining 1% did not indicate their interest.

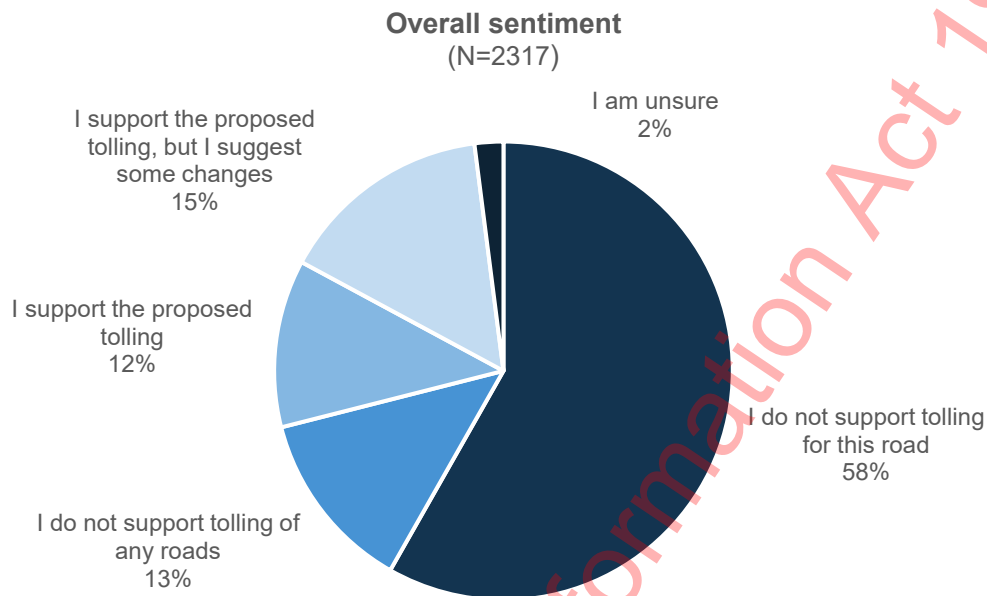
Written feedback was received from key stakeholder groups including Local Authorities, Land Transport Users and Business and Residents' Associations, and our treaty partners Te Paerangi. Their feedback is included on the overall analysis and is summarised [here](#).



2,309 people responded to this question.

Figure 1 – Areas where submitters live

3.3 Overall sentiment for Takitimu North Link tolling



Base: All submissions (2,317)

Of the 2,317 submissions, only 42 were not from the area and did not work or own a business in the area. Of these 42, 24 were in support and 18 not in support.

12% (274 people) told us they support the tolling of Takitimu North Link

Key reasons in support for tolling included:

- Support a 'user pays' approach (57).
- Road is needed urgently so tolling makes sense to enable the project (47).
- Tolling leads to better roads and future improvements (45).
- It means we get the road faster (33).
- Will be more efficient and easier to travel (30).

Tolling is an easy way to target users rather than everyone paying.

Tolling means better roads and more of them.

There is a high need for this long-delayed road. Tolling is necessary to keep the program moving forward. I support.

15% (350 people) told us they support tolling, with some changes to the proposal

The most common conditions of support for tolling Takitimu North Link include:

- Lowering the price – people felt it is too high/expensive (119).
- Tolling should be applied in other regions, not just the Bay of Plenty (64).
- Adjusting rates for those who must pay multiple tolls in one trip (38).

- Removing peak charges (37).
- Offer concessions/multi use discounts (32).
- Reducing the number of existing tolls (26).

I think it is a good system but too expensive for those who commute every day. So, what about a max weekly charge?

With 2 gantries need to ensure doesn't result in two charges for travelling end to end.

I believe it should be one fixed price so as not to disadvantage people who are merely driving to work.

58% (1349) do not support tolling the Takitimu North Link

Key reasons people did not support:

- Inconsistency on how roads are tolled nationally (657).
- It will discourage use of the new road, negating the benefits (229).
- It adds more pressure to the cost of living / cost of running a business (210).
- Tauranga has multiple toll roads already, which adds up (204).
- Road should be funded by taxes, RUC etc (204).
- The road is long overdue and is a main arterial and freight link (of national significance) (183).
- The proposed toll rates are too expensive (181).

Tauranga district already has 2 of the country's 3 toll roads. It would be grossly unjust and arbitrary to add another toll road to the area when the rest of the country is not and has not been tolled for their new highways.

Additional road tolls are a burden on ratepayers, an extra cost for exporters and importers, and consequently will add to inflation.

Worried that charges will deter a certain amount of traffic along existing road and still cause a traffic build up at early morning and again at evening. Charges seem far too high.

13% (297) do not support tolling any road

Key reasons people do not support tolling at all:

- Road should be funded by taxes, RUC etc (123).
- Inconsistency on how roads are tolled nationally (97).
- It adds more pressure to the cost of living/cost of running a business (51).
- Tauranga has multiple toll roads already, which adds up (43).
- The road is long overdue and is a main arterial and freight link (of national significance) (37).
- It will discourage use of the new road, negating the benefits (30).

3.4 Sentiment by submitter interest category

The table below details the number of submissions received from key stakeholders and the public. The affected community are submitters who selected that they live or work in the project area.

Table 2 – Public and stakeholder sentiment for the proposed toll by interest category

Category	Total	Support	Conditional Support	Oppose / concerned	Unsure/No Response
Local authorities	4	1	3	-	-
Land transport users organisations	4	1	1	2	-
Iwi / hapū	7 (submitted as 1)	-	-	7	-
Public	2,302	269	346	1,640	47
Economic development authority, business associations	2	1	-	1	-
Community organisations & churches	2	1	-	1	-
Transport and logistics businesses	2	1	-	1	-

3.5 Key feedback themes

The table below is a summary of key feedback themes and suggestions made. Themes are grouped by sentiment toward the overall proposal and aspects of the proposed tolls for Takitimu North Link.

Table 3 – Key feedback themes

Support tolling this road
<ul style="list-style-type: none"> • Support the principle of ‘user pays’ as a fair way to pay for necessary roading projects. • The road is needed, so tolling will allow for construction. • Tolling allows for better quality roads and for future improvements such as Stage 2 of the project. • Tolling means we can get the road in a faster timeframe. • The road will be more efficient, allowing fuel and time savings. • Think tolling is fair as a free alternative route is available. • Tolling will help mitigate traffic congestion and any increase in emissions. • Can recoup the costs of the road. • Like that the tolls will be used for the ongoing maintenance of Takitimu North Link. • The road will be safer and reduced volume on the less safe alternative route.
Changes suggested as a condition of support for tolling
<p>Toll prices and points</p> <ul style="list-style-type: none"> • Lower the toll prices generally, reduce the peak hour toll prices. • Make no differentiation between peak and off-peak toll prices. • Offer concession rates for residents and/or frequent users. • Have multi-use discounts or a cap on charges. • Make it free or discounted for residents.

Toll mechanism and use of funds

- Apply a single toll price at a single gantry point only.
- Apply the tolls in 1 direction only.
- Be transparent about how and where toll funds are used.
- Provide an end date for tolling.
- Remove one of the existing tolls.
- Charge developers in the area a transport levy to help cover operational and maintenance costs.

Different road users

- Increase heavy vehicle toll prices to enable lower toll prices for light vehicles.
- Reduce toll prices or no tolls for motorcycles to reflect lower emissions and a less impact on road 'wear and tear'.
- Consider tolling and applying Road User Charges to cyclists and pedestrians for use of roads.

Inconsistencies in applying tolls

- Apply tolls to other regions, not just the Bay of Plenty.
- Perception that Tauranga tolls are funding roading projects outside the region.
- Standardise charges across all tolls eg km length.
- Link tolls to the same network to avoid multiple charges.

Concerns raised about the proposed tolling

- Operational and maintenance costs should be funded by central or local government or other tax such as the Fuel Tax, Taxes, Road User Charges, fines, registration and local rates.
- Tolls will discourage people from using Takitimu North Link, negating the benefits of the new road.
- Tauranga already has multiple toll roads and the cumulative cost for travelling becomes higher.
- The road is long overdue, and the lack of infrastructure spend in Tauranga has impacted residents.
- The road is of significance to the nation as it services the Port of Tauranga and should be treated the same as similar roads elsewhere.
- Tolling presents an unfair financial burden to residents and businesses in a cost-of-living crisis.
- The costs of tolls may discourage people from living in Tauranga.
- Insufficient public transport options and connections mean that people are reliant on private vehicles to travel for work, and other activities.
- The free alternative route adds too much travel time or is difficult to access (especially for Te Puna residents).
- Current toll roads are in disrepair, and don't provide enough of a time saving to justify the cost.
- Concern that funds raised will not be used for the road but funnelled into other projects.

3.6 About our submitters

We asked people to tell us what their interest in this project is and how they plan to use Takitimu North Link. Those who completed our online survey or freepost form could select one or more of the options provided to describe their interest/s. Some respondents chose not to respond to these questions.

Table 4 – Interest in SH2 Takitimu North Link

Response	Comments	% of responses
I commute / travel through the area regularly	1,575	68%
I visit friends in the area	694	30%
I visit the area for recreation	664	29%
I live along / near the SH2 Takitimu North Link	594	26%
I work in the area	473	20%
I own property or a business along / near the SH2 Takitimu North Link	342	15%
I have no link to the area	40	2%
I study in the area	26	1%

Base: Number of people who responded to this question (2,308). People could select more than one response.

Table 5 – How people plan to use SH2 Takitimu North Link

Response	Comments	% of responses
For recreation or to visit whānau	935	41%
I will not use if it is tolled	853	37%
To get to and from work	601	26%
To take children to school / after school activities	190	8%
Walking or cycling along this route	163	7%
Public transport along this route	88	4%
I will not use this road at all	14	1%
Other (with a prompt to specify in a comment box)	215	9%

Base: Responses to question (2,304). People could select more than one response.

4. Summary of partner and stakeholder feedback

We have summarised written submissions from iwi/hapū and key stakeholder groups. Themes from their feedback are also included in the overall feedback themes and sentiment summaries earlier in this report.

Many submissions are detailed and we have summarised the information into key themes. Full submissions are available to the Minister on request. As tolling is a matter under active consideration, stakeholder submissions will only be considered for release once a final decision is made.

4.1 Iwi / Hapū

<p>Submission on behalf of s 9(2)(ba)(i)</p> <p>s 9(2)(ba)(i)</p>	<p>Do not support tolling for this road</p>
<p>s 9(2)(ba)(i) collective position is to not support tolling this road. The reasons for this are:</p> <ul style="list-style-type: none"> • Safety/traffic: SH2 runs through our whenua and traffic volume increases impact Wairoa hapū, affecting access and safety into the marae and awa. When Takitimu North Link opens, the existing SH2 that bypasses the marae will no longer be an SH and traffic volume from Bethlehem will divert onto the same road as the marae, adding to already high volumes of traffic. • Impacts on hapū/community: There has already been significant investment into Takitimu North Link stage 1, but with minimal benefits to tangata whenua and causing division among their people. Tolling would need to be of demonstrable benefit to tangata whenua in terms of maintenance and the next stages of the project. • Promises have already been broken on this project due to over-runs in the proposed budget and significant effects on the community. If tolling goes ahead, all losses should be covered by tolls including compensation to hapū to retain mana of the project partnership and avoid adding more financial pressure. • Cost: Do not support peak/off peak pricing. • Existing toll roads: there will be 3 toll roads in the same region at the same time. 	

4.2 Local authorities

<p>Western Bay of Plenty District Council (WBOPDC)</p>	<p>Support the proposed tolling, but suggest some changes</p>
<p>WBOPDC supports tolling at a broad level but has concerns with the current proposal:</p> <ul style="list-style-type: none"> • Inequity of tolls in the sub-region compared with other regions, which may impact growth in the region. • The impact of multiple tolls on road users and the detour routes being significantly far away that avoiding the toll would be prohibitively difficult for some residents. They recommend a reduction or singular toll to reduce cost and increase incentive for using the route. • The proposed pricing model, particularly for heavy vehicles, show the majority of road users will continue using the current route, increasing congestion and maintenance costs to council to maintain local roads. Should tolling incentivise significant traffic volumes, particularly of heavy inter-regional freight, to continue to use the old state highway, it is therefore appropriate that some of the tolling income be used to maintain the alternative route. 	

Tauranga City Council (TCC)	Support the proposed tolling, but suggest some changes
<p>TCC supports the Takitimu North Link project and supports tolling in principle, under the condition tolling is applied consistently across the country given there are currently 2 of the country's 3 toll roads in the region, and that revenue is re-invested in the region it was collected.</p> <p>TCC recommends holding on a final decision on tolling until the wider legislative review on tolling is completed by the government, so Takitimu North Link toll pricing is decided as part of the broader plan for road pricing.</p> <p>TCC question whether toll revenue collected during stage 1 of Takitimu North Link can legally be used for funding of stage 2, and requests that tolling is lawful then tolling should not begin until funding for stage 2 is confirmed.</p> <p>TCC request an opportunity to work with NZTA on the toll pricing with concerns that pricing will lead to diversions. TCC suggest a lower toll, cap on charges and a review of the peak charging to encourage use of the Takitimu North Link and reduce usage of the alternative route.</p> <p>As such, TCC do not support the current highway being revoked of its status as it will be used as an alternative state highway, rather than a local road and TCC cannot take on the additional maintenance costs. It should remain a state highway until the tolls are removed on Takitimu North Link.</p> <p>TCC also recommends NZTA implement monitoring of Takitimu North Link, irrespective to tolling, to monitor safety and efficiency.</p>	

Bay of Plenty Regional Council (BOPRC)	Support the proposed tolling, but suggest some changes
<p>BOPRC supports the proposal in principle as it will reduce congestion and improve journey time, having benefits for their public transport services. It aligns with the Regional Land Transport Plan 24-34 by improving safety along SH2, accessibility and economic prosperity.</p> <p>BOPRC recommends removing the toll charge for public transport services, using a capping system or smart fare for the tolling network.</p> <p>BOPRC requests that NZTA reviews the toll fees to ensure equity for low-income users and that the price is set to maximise benefits</p> <p>BOPRC also request that NZTA applies consistency in the use of toll roads across NZ and clearer messaging is shared on toll revenue collection and use.</p> <p>BOPRC would like to partner with NZTA and other relevant agencies to consider the case for improved public transport services, infrastructure and priority measures along the existing SH2 corridor.</p>	

South Taranaki District Council (STDC)	Support tolling for this road
<p>Support the proposed road toll scheme for the Takitimu North Link in Tauranga. Its view is the proposed toll schemes for the three new highways will be extremely beneficial for the future of land transportation in New Zealand. A concern is that transport costs for state highways are pulling local roading funds away from where they are truly needed when there are other efficient alternatives to explore for funding.</p>	

4.3 Roothing and Transport organisations

NZ Automobile Association (AA)	Do not support tolling for this road
<p>The NZ Automobile Association does not support the proposal to toll Takitimu North Link Stage 1 as construction is already underway and toll revenue is not required for delivery, nor would it bring the completion date forward and do not support tolling for maintenance and operations.</p> <p>AA does not support peak time variations as the difference in travel times on-peak and off-peak do not vary significantly enough to justify a peak price.</p> <p>With regards to Takitimu North Link Stage 2, Tauranga residents are familiar with tolling and appreciate that it enables roading projects to be delivered faster. However, Tauranga already has two out of three the current toll roads which raises concerns around equity.</p> <p>The affordability of the proposal is of concern, many motorists will need to pay multiple tolls during travel and travellers in some areas will need to pay \$12 per day to travel which is unacceptable. Higher prices increase trip diversion, decreasing the safety of road users.</p>	

Ia Ara Aotearoa Transporting New Zealand	Support the proposed tolling, but suggest some changes
<p>Ia Ara Aotearoa Transporting New Zealand supports NZTA considering the use of tolling as supplementary revenue for construction and maintenance of the state highway network, subject to the majority of funding to be sourced through road user charges, fuel excise and vehicle registration fees. Tolling must be used sparingly and only on roads that are appropriate.</p> <p>Ia Ara Aotearoa provisionally supports NZTA's tolling proposal but submits that tolling revenues should support the timely construction of Stage 2 of the project, rather than maintenance costs, on the basis that this should be funded through traditional NLTF revenue sources. Toll revenue from Takitimu North Link should be allocated for use on the implementation and construction of Stage 2, rather than maintenance and operation of Stage 1.</p>	

NZ Heavy Haulage Association Inc (NZHHA)	Do not support tolling for this road
<p>NZHHA are unable to support a toll on the SH2 Takitimu North Link, without a change to VDAM being undertaken. This Schedule does not allow the transport of goods that are anything but the smallest overdimension loads on roads that are tolled. If changed overdimension loads would be able to travel more efficiently and safely on the SH2 Takitimu North Link compared to the alternative routes. The VDAM Rule must be changed to allow the use of the new road in advance of it opening.</p> <p>In addition, the toll gantry points must be designed to allow the majority of overdimension loads to travel underneath them. We suggest that the envelope dimension of the gantry's for the Tauranga Eastern Link be utilised if tolling is to be employed on this route.</p>	

National Road Carriers Association	Support tolling for this road
<p>The SH2 Takitimu North Link project will provide productivity benefits and safety improvements over the existing route.</p>	

5. Next steps

The tolling of new roads comes under Section 46 of the Land Transport Management Act 2003 and requires an Order in Council process to be completed before the road is opened. NZTA has a 3-step process to follow when assessing whether a road will be tolled or not. This public consultation and feedback report concludes the third and final step in this process.

Feedback provided through the consultation process will be taken into account by NZTA in the development of its tolling proposal for consideration by the Minister of Transport. A copy of this public feedback report will be provided to the Minister of Transport who will make a decision about recommending tolling for this road to Cabinet.

If a decision is made that SH2 Takitimu North Link will be a toll road, an Order in Council must be in place before Stage 1 opens in 2028.

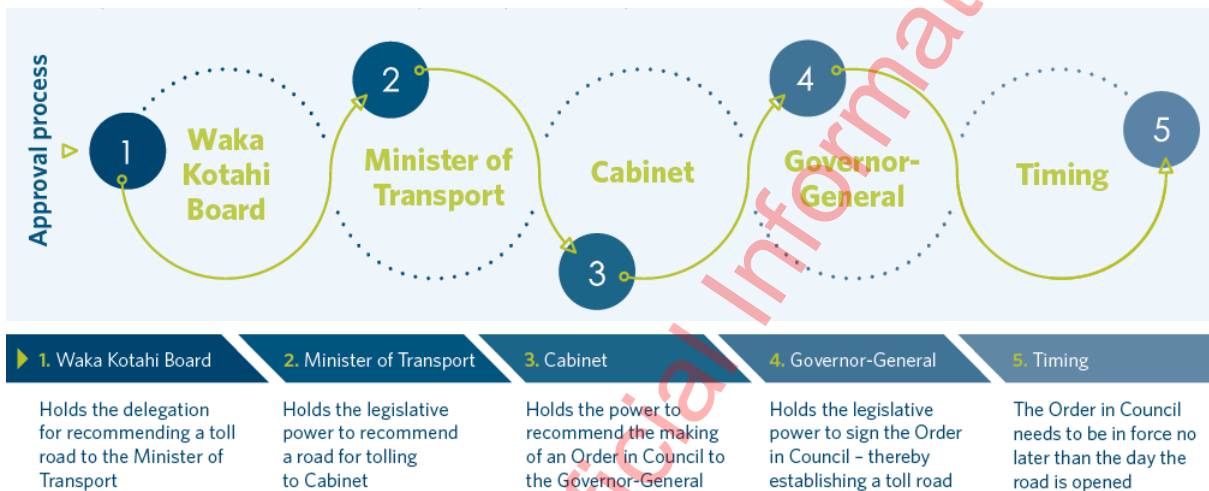


Figure 2 – The post consultation approval process for road tolling projects