

23 March 2021

Waikato Regional Council  
Private Bag 3038  
Mount Maunganui 3116

Via email to: [info@waikatoregion.govt.nz](mailto:info@waikatoregion.govt.nz)

Dear Sir/Madam

**Re: Draft Waikato Regional Land Transport Plan**

Please find attached a submission on the Draft Waikato Regional Land Transport Plan

Please do not hesitate to contact us if you require any further information on this submission.

Yours sincerely



**Sarah Cameron**  
Senior Policy Analyst

**TO:** Waikato Regional Council

**SUBMISSION ON:** Draft Waikato Regional Land Transport Plan

**NAME:** NZ Kiwifruit Growers Inc (NZKGI)

**ADDRESS:** PO Box 4246, Mount Maunganui South, 3149

### **1. The kiwifruit industry in New Zealand**

The kiwifruit industry is a major contributor to regional New Zealand returning \$2 billion directly to rural communities in 2019/20 including \$66 million to the Waikato region. There are ~3000 growers, 14,000ha of orchards, 10,000 permanent employees and up to 25,000 jobs during the peak season. Approximately 80% of New Zealand's kiwifruit crop is grown in the Bay of Plenty and the industry is expected to grow its global sales to \$4.5 billion by 2025 which is an increase from \$3.1 billion in 2018/19.

### **2. Kiwifruit in Waikato**

Waikato's kiwifruit production covers 555 hectares and returned \$66 million to local regional communities in 2019. Kiwifruit is generally packed in Waikato or is freighted to packhouses in the Bay of Plenty and shipped via the Port of Tauranga

### **3. Freight movements in Waikato**

Waikato's 2019/20 kiwifruit harvest produced 5 million trays which equates to 270 truck movements to the Port of Tauranga via State Highway 29.

### **4. Route resilience and route security**

The state highway network between Waikato and Tauranga is busy with an average 12,501<sup>1</sup> traffic movements at top of the Kaimai's in 2019. The Kaimai crossing is a main aerial route for freight going from Waikato to the Port of Tauranga. Increased volumes of traffic on the roading network to the Port of Tauranga means that efficient movement of freight on a resilient network is essential.

### **5. Regional Connectivity**

NZKGI supports the following improvements to the state highway network:

- State Highway 29 Piarere to Kaimai Summit safety improvements
- Completion of the Waikato Expressway between Cambridge and Piarere
- Improvements to the State Highway 1 and State Highway 29 intersection.

A proactive road maintenance program on State Highway 29 will ensure less disruption. Scheduling roadworks outside of peak harvest times March through to June will mean that travel times are less disrupted.

### **6. Road Safety**

The Waikato region death toll from road accidents is 18% of national road deaths. NZKGI supports a safe, resilient and reliable roading network which includes the proposed state

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<sup>1</sup> <https://maphub.nzta.govt.nz/public/?appid=31305d4c1c794c1188a87da0d3e85d04>



highway and local road improvements that have been identified in the regional plan. NZKGI also supports measures to reduce driver fatigue and to set appropriate speeds.

## **7. Conclusion**

NZKGI supports a resilient network that is safe and appropriate for the volume and type of traffic now and into the future.