

National Land Transport Programme 2009-12

Bay of Plenty



What has been happening in the Bay of Plenty

Good progress has been made on delivering a number of high-priority projects in the region, with a significant amount of work either underway or completed.

The opening of the new Tauranga Harbour Link in December 2009 was important for the Western Bay. The project has significantly reduced congestion and improved freight access to the Port of Tauranga.

A number of new projects have started during the first 18 months of the first three-year NLTP. The most significant is the Tauranga Eastern Link road of national significance (RoNS), the region's highest-priority project. In the Eastern Bay, work is progressing on the replacement of Reids Canal Bridge near Edgecumbe. Advance works have commenced on the Tauranga Hairini Link project and investigation of the Rotorua Eastern Arterial is underway.

For local authorities, all maintenance, operations and renewals budgets were fully committed and any unspent funds were cash flowed into the current year. This allows local authorities to effectively manage their programmes. A number of significant local authority projects are programmed for delivery in the region, with the largest to commence being Rotorua District Council's Lake Road project, aimed at improving access from Fairy Springs Road to the Rotorua central business district. In Tauranga, progress continues on the competition of the Tauranga Transport Centre.

During the last 18 months, the NZTA has signalled changes to the Demand Management and Transport Planning activity classes. These have been introduced and funding is confirmed for the remainder of the programme.

Some state highway projects included in the national programme need to be deferred due to NLTP cash flow constraints, including the detailed design for the Katikati Bypass and Omokoroa Intersection projects.

Achievements and highlights

- Opening of Tauranga Harbour Link (second harbour crossing).
- Funding approved for Reids Canal Bridge replacement, Lake Road improvements and Tauranga Hairini Link advance works.
- Funding assistance for emergency works in response to significant events, which have affected particularly the Eastern Bay roads, often severing local communities.
- Construction started on the Tauranga Eastern Link RoNS.

Key messages

The availability of funding from the NLTP is tight and will remain so into the next NLTP, where the investment focus in the BoP region will be mostly on progressing the Tauranga Eastern Link RoNS, improvements in network security and resilience, and initiatives to reduce death and serious injury. The pressure on funding means that only high-priority state highway and local road projects will be considered for investment.

It is also critically important for the NZTA to be informed by approved organisations as early as possible in this NLTP about any funded projects or group allocation that are not likely to proceed as planned, so that the funds can be reallocated to high-priority projects.



	\$ R	\$ C Regional	\$ C2 Harbour Link
Total	\$138.5m	\$150.0m	\$136.0m
Spent/committed	\$135.1m	\$130.0m	\$136.0m
Planned	\$3.4m	\$20.0m	\$0.0m

Of the regionally distributed funds available to the Bay of Plenty to 2015, most has been allocated to projects such as the Pyes Pa Bypass and the Tauranga Eastern Link RoNS. The small amount remaining is planned for the RoNS.

Of the \$150 million of C funds provided to the Bay of Plenty, \$130 million have been allocated, mostly to the Tauranga Eastern Link RoNS.

The special Crown appropriation of \$136 million for construction of Tauranga Harbour Link has been fully expended.