

BAY OF PLENTY

The Bay of Plenty's economy is largely based on export industries including tourism, horticulture and forestry with the Port of Tauranga being a significant contributor to New Zealand's economy. While the Western Bay of Plenty is one of the fastest growing areas of New Zealand, other parts of the region are falling behind.

In the centre of the region, Rotorua, Whakatāne and Ōpōtiki are beginning to experience reasonable population and economic growth after a flat period in the late 2000s and early 2010s. By contrast, outside of the main towns, the eastern and southern areas of the region have not experienced the same growth.

We're working with partners on a number of growth management processes in the region such as SmartGrowth (Tauranga and Western Bay of Plenty), Urban Form and Transport Initiative (UFTI), Rotorua Connect, Rotorua Spatial Plan, Access Whakatāne and Eastern Bay of Plenty Beyond Today. This is to ensure future economic growth supports healthy communities and safe sustainable transport choices.

Ensuring Bay of Plenty's roads are safe is a priority. Improving safety on our roads has been further strengthened by the launch of *Road to Zero: New Zealand's road safety strategy 2020-2030*. Road to Zero has a vision of a New Zealand where no one is killed or seriously injured in road crashes.

Our contribution to Road to Zero includes an Infrastructure and Speed Management Programme focusing on delivering infrastructure improvements and speed management on New Zealand's road network, targeting investment on those roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

We'll be working alongside our local road safety partners to engage and deliver on the Road to Zero Infrastructure and Speed Management Programme to ensure an integrated approach across state highways and local roads in the Bay of Plenty.

We will also be ensuring a transition to lower speed limits on state highways around schools to improve safety and encourage more children to walk and cycle to school.

Safety cameras play a critical role in preventing dangerous driving that puts people's lives at risk. We'll be managing safety cameras from 2021 and adopting a new highly visible, no surprises approach to reduce excessive speeds on our highest risk roads.

We'll continue to work with partners to develop regional behaviour change programmes, supported by investment in the national programme of road safety education and advertising.

More widely, our activities in the region include:

- Improving freight and tourism connections by completing existing projects which support key inter-regional freight routes by making journeys safer, more efficient and resilient. This work includes the continued development of SH30 Eastern Corridor Rotorua Connect and Waihī to Ōmokoroa.
- Providing better travel options and responding to climate change through maximising opportunities to support the uptake of public transport, walking and cycling are incorporated into our projects.

IMPACT OF COVID-19

In the medium to long-term, we don't expect any significant changes in the nature, scale and location of transport demand as a result of COVID-19. The 10-year outlook remains largely unchanged. However, the current situation is an opportunity to re-evaluate the scale, location and sequencing of growth and investment planned as the pace of growth, particularly in Tauranga City and Western Bay of Plenty district, is expected to be slower than pre-COVID-19 projections.

As a major tourism destination, Rotorua will be negatively impacted by the drop-off in international tourists, although this may be offset in part by an increase in domestic tourism, at least in the short-term.

Pre-existing growth pressures across the Western Bay of Plenty still need to be addressed, but there is an opportunity to re-evaluate the sequencing of growth and investment planned through the Urban Form and Transport Initiative (UFTI).

This ensures that the right growth areas are serviced at the right time with active modes, public transport infrastructure and services, linking housing to employment and essential services to support mode-shift and reduce greenhouse gas emissions.

Transport needs to play its part in supporting the recovery, and providing safe and reliable connections to Port of Tauranga remain critical to supporting national recovery efforts. Youth, Māori and Pasifika are expected to be disproportionately impacted by job losses, particularly in areas where deprivation levels are already high. There will be an on-going need for transport services to support COVID-19 recovery by improving access to employment, training and essential services for vulnerable communities.

CONTEXT TO OUR PROPOSED INVESTMENT

Improving safety

Through our Road to Zero Infrastructure and Speed Management Programme, we are focused on delivering infrastructure improvements and speed management through targeted investment on the Bay of Plenty's roads and roadsides which offer the greatest potential for reducing deaths and serious injuries.

Within the Bay of Plenty region over the next three years we are looking to invest \$49m to make 251km of state highways safer through infrastructure improvements and speed management to reduce deaths and serious injuries by 10%.

We'll work closely with our Bay of Plenty partners to engage and deliver on the Road to Zero Infrastructure and Speed Management Programme, to ensure an integrated approach across state highways and local roads across the region.

Improving freight and tourism connections

We will continue to ensure the nationally and regionally significant freight connections are reliable to support the national and regional economies. The Port of Tauranga is a significant contributor to New Zealand's economy, handling 25% of the country's imports and exports. Maintaining safe, reliable and robust freight connections including State Highway 1/29 and the North Island Main Trunk/East Coast Main Trunk rail within the region and to neighbouring regions is critical to supporting both regional and national economies.

Rotorua is one of New Zealand's top five tourist destinations and Tauranga is a key cruise ship stop-off point for international visitors. While the COVID-19 pandemic has significantly impacted tourism demands in the short term, maintaining safe and reliable access to Rotorua and its attractions will be important to support post-COVID-19 recovery efforts.

Over the next three years, we will continue to invest in the SH30 Eastern Corridor as well as SH2 Waihi to Omokoroa, which complements the New Zealand Upgrade Programme investment in the Tauranga Northern Link.

Across the wider network, we will continue to operate and maintain the state highway network to agreed levels of service for key freight and tourism connections in the region.

Better travel options and climate change

Ensuring there are suitable safe alternatives to the private car, particularly in Tauranga will be essential if communities and businesses are to thrive. There are also opportunities for increasing walking, cycling and public transport use in the Rotorua urban area.

We will continue to work closely with our SmartGrowth partners on land use and transport matters. This includes the next stages of UFTI, such as the Western Bay of Plenty Transport System Plan, finalising the Western Bay of Plenty sub-region spatial plan, implementation of the Te Papa Plan, as well as the implementation of the Bay of Plenty mode shift plan.

While no commitment can be made to investment from the NLTF beyond that work in the next three years, we expect to deliver a number of nationwide regulatory improvements, education and advertising campaigns, and operational policies and practices to support our partners in their efforts to drive mode shift. This includes supporting trials of street changes to encourage mode shift that can be adapted quickly and implemented at low cost.

Vehicle emissions are a significant contributor to climate change – the impacts of which have a significant impact on the transport system. We have a dual responsibility to influence the reduction of vehicle emissions and improve the resilience of the transport network to climate change.

We will continue to work with local investment partners to develop a balanced transport system to serve the region's growing needs and reduce its reliance on private vehicles. We're proposing to invest \$3.8m in improving the resilience of SH29 over the Kaimai Range. We will deliver to *Toitū Te Taiao: our Sustainability Action Plan*, using various levers to galvanise a shift to a low carbon, safe and healthy land transport system.

A national evidence base of vulnerability and exposure of New Zealand's highway network to natural hazards was endorsed by the Waka Kotahi Board in May 2020. A regional risk assessment identified a total of 12 major and extreme risks within the Bay of Plenty region. These relate to rockfall, landslip, erosion, flooding and coastal inundation/erosion. The highest rated risk was the Waiōeka Gorge which sits within the Bay of Plenty and provides connection to Gisborne. Coastal risks are high now and are anticipated to increase due to climate change.

Working together

Strong alignment with our partners will be critical to successfully implementing mode shift and ensuring sustainable growth. Particularly, we will:

- maintain strong alignment with partners on the direction agreed through UFTI and the Bay of Plenty Mode Shift Plan to successfully achieve ambitious shift goals for the city and region
- maintain strong alignment to complete the Western Bay of Plenty Transport System Plan
- continue to collaborate with regional partners on the region's growth management and land transport planning
- during 2021-24, we will work with partners to complete network optimisation plans that help to improve the utilisation of all transport networks and travel modes and improve customer travel choices to deliver mode shift objectives. Optimisation plans will be implemented largely through minor improvement investment and identified through the Network Operating Framework. Plan outcomes are the base case to identify any longer-term customer level of service gaps to be addressed through other means
- support regional economic initiatives from the Provincial Growth Fund (eg Ōpōtiki marine development, Whakatāne Wharf and city centre developments, Kawerau Container Terminal), and provide careful monitoring to ensure success
- seek to encourage and support complementary projects to the New Zealand Upgrade Programme (Bay of Plenty Package) which positively contribute to the outcomes sought by government from the programme by looking for opportunities to accelerate business cases, align implementation and make procurement and consultation more efficient.

We recognise the potential for growth in and around Rotorua to support a safe and thriving city, with better travel options (access to public transport, walking and cycling options) and mitigating climate change by supporting the transition to a low emissions economy.

We will continue to work with our partners on identifying and developing those opportunities as part of our ongoing engagement on integrated land use and transport planning.

We will also support delivery of the SH30 Eastern Corridor Rotorua Connect and work with Rotorua Council to explore innovative ways to progress the full programme.

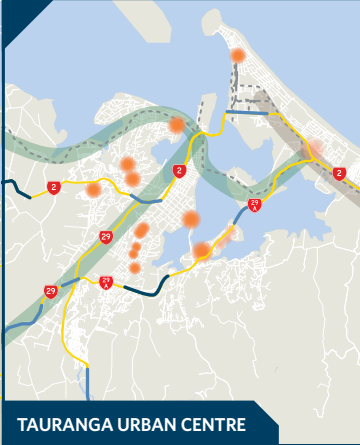
TAURANGA

136,608
Urban area
population

92%
Of journeys to work
by private motorised
vehicle

53%
Jobs accessible within
45 mins by private
motorised vehicle

29%
Jobs accessible
within 45 mins by
the next best mode
(cycling)



ROTORUA

54,222
Urban area
population

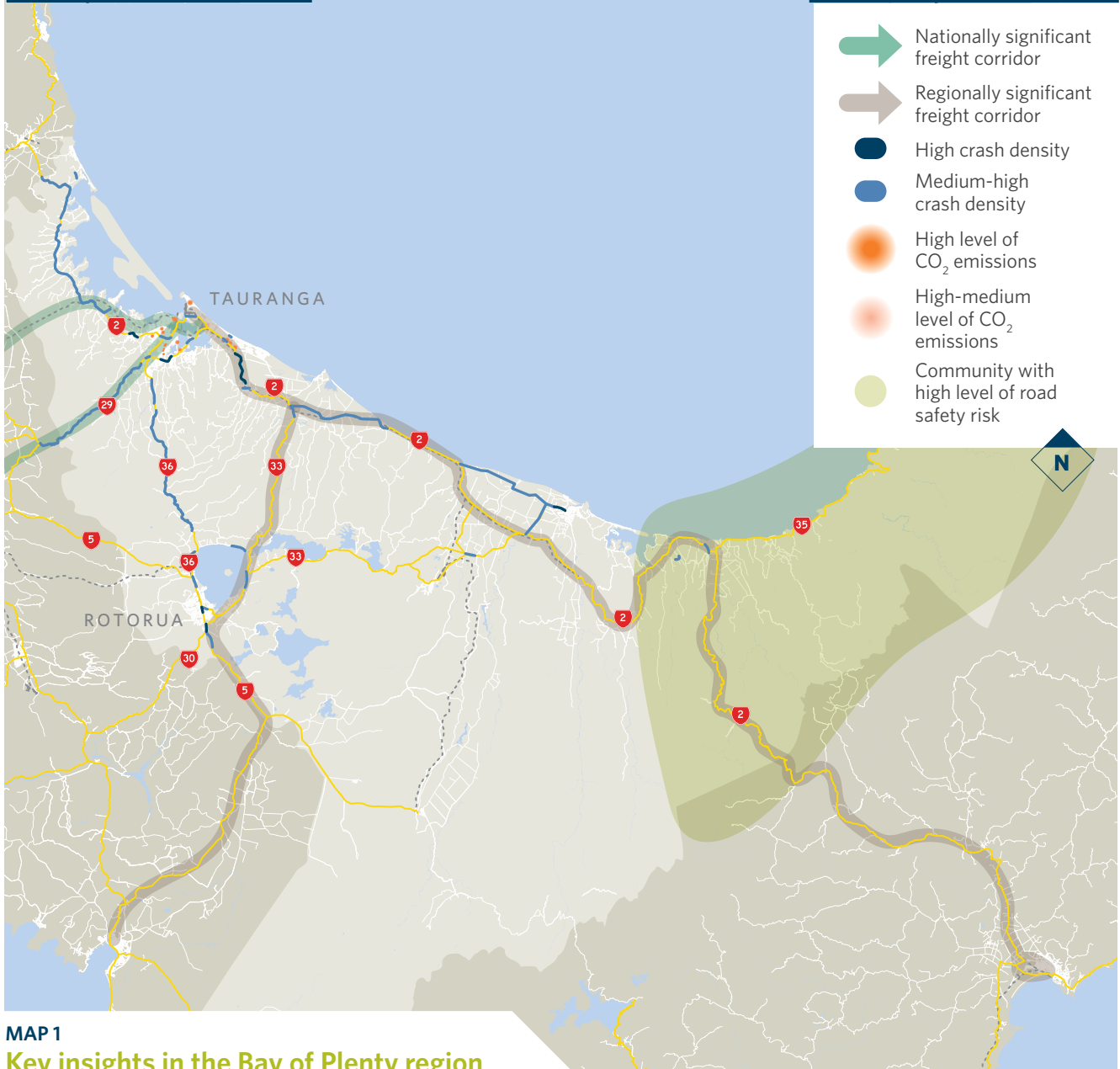
92%
Of journeys to
work by private
motorised
vehicle

54%
Jobs accessible within
45 mins by private
motorised vehicle

44%
Jobs accessible
within 45 mins by
the next best mode
(cycling)



- Nationally significant freight corridor
- Regionally significant freight corridor
- High crash density
- Medium-high crash density
- High level of CO₂ emissions
- High-medium level of CO₂ emissions
- Community with high level of road safety risk



Based on the evidence presented on the gaps across this region's transport system in terms of GPS priorities, table 1 presents our strategic responses.

TABLE 1

Our strategic responses to GPS priorities in the Bay of Plenty region

ID	STRATEGIC RESPONSE	PRIMARY GPS PRIORITY	DELIVERY PATHWAY
BSR1	Continue to operate reliable freight connections along: <ul style="list-style-type: none"> ▪ SH2 between Tauranga and Gisborne ▪ SH29 between Hamilton and Tauranga 	IFC	Regional maintenance, operations and Renewals
BSR2	Reduce drug/alcohol impairment and increase seat belt use in the Ōpōtiki and Kawerau districts through road policing and behaviour change activities	Safety	Assessed through NLTP process
BSR3	Implement mode shift activities in Tauranga	BTO	UFTI, Mode Shift Plan and the NLTP process
BSR4	Develop and implement mode shift activities in Rotorua, particularly better connected active mode networks and public transport networks	BTO	Assessed through NLTP process Mode Shift Plan
BSR5	Road to Zero Infrastructure and Speed Management Programme	Safety	Assessed through NLTP process Mode Shift Plan
BSR6	ITS Improvement Programme (Transport OS) in Tauranga	BTO	Assessed through NLTP process Mode Shift Plan
	Government's support for regional economic development: <ul style="list-style-type: none"> ▪ Tauranga Northern Link ▪ SH2 Omokoroa to Te Puna 	All	New Zealand Upgrade Programme

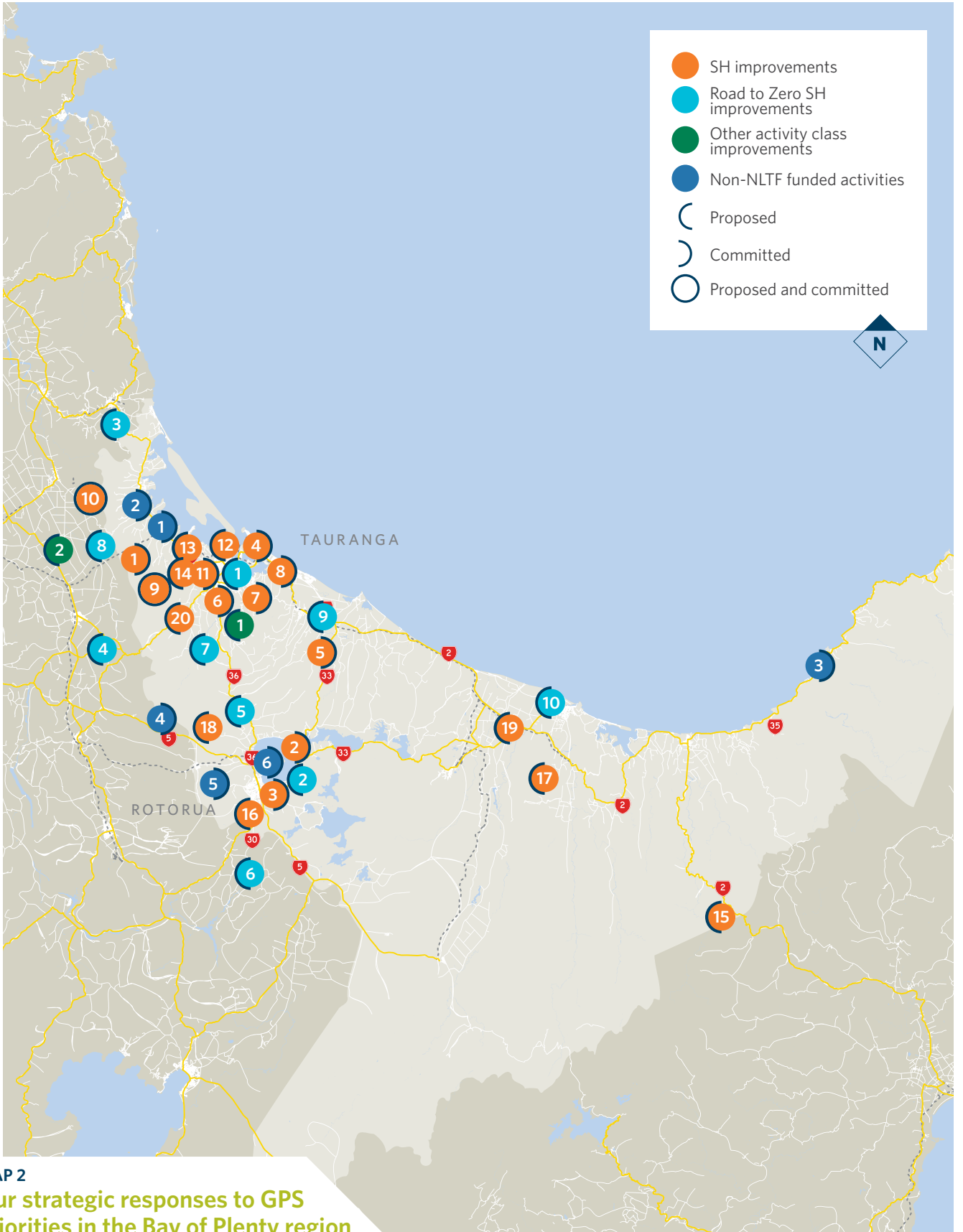


TABLE 2

Proposed state highway programme for Bay of Plenty region

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Committed state highway improvement activities*								
-	State Highway Low Cost Low Risk programme	SHI	NLTF	All	IMP	IMP	IMP	\$\$
1	W2T Waihi to Omokoroa safer corridor	SHI	NLTF	Safety			IMP	\$\$
2	SH30A Urban Revitalisation, Connect Rotorua	SHI	NLTF	BTO	IMP			\$
3	SH30 Eastern corridor, Connect Rotorua	SHI	NLTF	BTO	IMP, PTY			\$\$
4	Weigh Right Tauranga Port	SHI	NLTF	IFC	IMP, PTY			\$
5	Weigh Right Paengaroa	SHI	NLTF	IFC	IMP, PTY			\$
6	Hairini Link – stage 4	SHI	NLTF	BTO	IMP	IMP		\$
7	Tauranga Eastern Link	SHI	NLTF	BTO	IMP, PTY			\$
8	SH2 Baypark to Bayfair upgrade and underpass	SHI	NLTF	BTO	IMP			\$
9	SH29 Tauriko West Network connections	SHI	NLTF	BTO	DBC			\$
10	W2T Katikati Urban	SHI	NLTF	BTO	PTY		INV, PRE, PTY	\$\$
11	SH29A and optimisation package	SHI	NLTF	BTO	SSBC			\$

* Commitments made under the 2018 GPS, contributions as shown.

Proposed state highway improvement activities

9	SH29 Tauriko West Network connections	SHI	NLTF	BTO	DBC			\$
10	W2T Katikati Urban	SHI	NLTF	BTO	PTY		INV, PRE, PTY	\$\$
12	Hewletts Road sub-area access	SHI	NLTF	BTO	SSBC			\$
13	Tauranga: SH2 to City Centre (complementary to NZUP Tauranga Northern Link)	SHI	NLTF	BTO	PRE	IMP		\$\$
14	Tauriko – Cambridge Road early works	SHI	NLTF	All	IMP			\$
15	SH2 inter-regional connections (includes Waiōeka Gorge)	SHI	NLTF	IFC		PRE, IMP		\$\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed end of life structure replacements (greater than \$2m per activity)								
16	Waingaehe Stream Bridge	SHI	NLTF	All			IMP	\$
17	Western Drain Bridge	SHI	NLTF	All			IMP	\$
18	Hauraki Stream Culvert/ Waterdrive	SHI	NLTF	All	IMP			\$
19	Te Rahu Canal Bridge	SHI	NLTF	All		IMP		\$
20	Omanawa River Bridge	SHI	NLTF	All			IMP	\$\$
Proposed Road to Zero capital state highway safety activities (greater than \$2m per activity)								
-	Road to Zero Low Cost Low Risk programme	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
-	Regional Speed Management and safety infrastructure activities	R2Z	NLTF	Safety	IMP	IMP	IMP	\$\$
1	SH29A Truman Lane to Maungatapu Road	R2Z	NLTF	Safety	IMP		IMP	\$\$
2	SH30 SH33 Cookson Road	R2Z	NLTF	Safety	IMP			\$
3	SH2 Athenree Road intersection	R2Z	NLTF	Safety	IMP			\$
4	SH29 Cambridge Road to Rapurapu Road	R2Z	NLTF	Safety	IMP			\$\$
5	SH36 Waiteti Road to Tauranga Direct Road	R2Z	NLTF	Safety	IMP			\$
6	SH5 SH30 Tumunui Road	R2Z	NLTF	Safety		IMP		\$\$
7	SH36 Pyes Pa Road to Oropi Gorge Road	R2Z	NLTF	Safety		IMP		\$\$
8	SH2 Omokoroa Road intersection	R2Z	NLTF	Safety	IMP			\$
9	SH2 Wilson Road intersection	R2Z	NLTF	Safety	IMP			\$
10	SH30 Awakeri to Whakatāne improvements	R2Z	NLTF	Safety	IMP			\$\$

REF	ACTIVITY NAME	ACTIVITY CLASS	FUNDING SOURCE	GPS PRIORITY	2021-24 PHASE	2024-27 PHASE	2027-31 PHASE	COST
Proposed public transport infrastructure activities								
1	SH29A multimodal corridor and intersection improvements at Barkes Corner and Takitimu Drive roundabout to support strategic PT journey from Tauriko to the City Centre	PTI	NLTF	BTO			IMP	\$\$
Proposed investment management activities								
-	Tauranga Transport Model	IM	NLTF	All	IMP	IMP	IMP	\$
-	Strategic business case development	IM	NLTF	All		DBC	DBC	\$\$
-	Walking and Cycling Low Cost Low Risk	WC	NLTF	All	IMP	IMP	IMP	\$
Committed non-NLTF funded activities								
1	Tauranga Northern Link	-	NZUP		PRE, IMP, PTY	IMP	IMP	\$\$\$
2	W2T Omokoroa to Te Puna	-	NZUP		DBC, PRE, IMP, PTY	IMP, PTY	DBC, PRE, IMP	\$\$\$
3	HPMV SH2 Ōpōtiki to Gisborne Boundary	-	PGF		IMP			\$
4	SH5 Tarukenga to Ngongotahā	-	Regional		PRE			\$
5	SH5 SH36 Ngongotahā improvements	-	Regional		PRE			\$
6	SH30 Eastern Corridor Stage 2		Regional		IMP			\$\$