

## EXECUTIVE SUMMARY

Transit's forecasts of expenditure in the Bay of Plenty for the next 10 years are set out in Table BoP1.

These forecasts of expenditure are based on a 10-year plan of maintenance and improvements, including commitments. The timeframe for the development and construction of the improvements proposed in the 10-year plan are indicative only, and might change, for example, as a result of changes in funding availability and delays in project development.

Major features of the Bay of Plenty 10-year plan are:

- › a two-lane roundabout at the Domain Road intersection on SH2, east of Tauranga for a construction start in 2003/04
- › a flyover at the Hewletts Road/Maunganui Road intersection on SH29 in Mt Maunganui for a construction start in 2003/04
- › development of a funding package with Transit's "Access" partners for duplicating the Tauranga Harbour Bridge
- › speed restrictions, passing constraints and other traffic management measures on SH2 between Katikati and Tauranga to improve safety
- › ten safety improvements in the next three years comprising small rural realignments, rural intersection improvements, bridge widening and guardrails
- › three passing lanes on SH2 between Athenree and Tauranga
- › a new weighbridge at Paengaroa east of Te Puke
- › two effluent disposal facilities at Edgumbe and Rangiuru on SH2
- › a cycle lane from Hairini junction to Welcome Bay.

## BACKGROUND

Major safety and capacity deficiencies continue to be the main focus for transport planning in the Western Bay of Plenty, particularly in relation to the corridors into and around Tauranga. A deterioration in the levels of service on the network would have a serious economic impact due to the importance of good access to the Port of Tauranga.

The state highway network in the Western Bay of Plenty including Tauranga requires substantial upgrading within the next 10-20 years. The Strategic Rooding Network (SRN) for the Western Bay of Plenty sub-region is now well defined by the "Access" partners which include Transit, Tauranga District Council and the Western Bay of Plenty District Council. Many of the improvements needed over the next 20 years are now designated and ready for design and construction when funding is available.

The Eastern Bay of Plenty generally has lower traffic volumes and growth, but is affected by the forestry development in the area. The major focus is on improved safety.

Rotorua is an area of significant tourist importance with high growth. The significant improvements to corridors servicing Rotorua in recent years means that in the next 10 years the focus is likely to be on modest safety improvements.

### Recent Improvements

A number of major improvements to state highways in the Bay of Plenty have been completed in recent years. The most significant improvements have been:

- › SH2: Commodor Corner, north of Katikati
- › SH2: Route J (Waihi Rd to Cameron Avenue), Tauranga
- › SH2: Te Maunga to Longswamp Passing Lanes, east of Tauranga
- › SH5: Old Taupo Road 4-Laning, Rotorua
- › SH5: Boys High School Reconstruction, Rotorua
- › SH29: Barkes Corner Roundabout Dual Lanes, Tauranga
- › SH29: Poike Road Roundabout, Tauranga

- › SH29: Oropi Road Roundabout, Tauranga
- › SH30: Te Ngae/Sala Road Intersection Improvements, Rotorua
- › SH33: Maungarangi "S" Bends Realignment, north of Rotorua
- › SH38: Te Whaiti and Ponaua Seal Extensions, east of Murupara

### Current Improvements

Projects currently under construction include:

- › SH2: Moffat/Bethlehem Roundabout, Tauranga
- › SH2: Bethlehem Reconstruction, Tauranga
- › SH29: Kopurererua Bridge Widening, Tauranga
- › SH29: Te Maunga to Maungatapu Median Barrier, Tauranga
- › SH30: Cookson North Passing Lane, east of Rotorua
- › SH30: Hauparu Bay Realignment, east of Rotorua

### PROPOSED IMPROVEMENTS

The locations of Bay of Plenty projects in the 10-year plan are shown on Figure BoP and the expected cost and timeframe for the development and construction of these projects are indicated in Table BoP2.

Large improvement projects (with construction costs more than \$3M) have been planned for 10 years and small and medium-sized projects (with construction costs of less than \$3M) have been planned for 3 years.

### Tauranga

As part of the Strategic Rooding Network (SRN) in the Western Bay of Plenty sub-region including Tauranga, Route J is now constructed and many of the other components of the SRN now have confirmed designations or their designations are under appeal. These include:

- › SH 2: Te Puna to Omokoroa 4-Laning
- › SH 2: Tauranga Northern Arterial

- › SH29: Hewletts/Maunganui Road Overbridge
- › SH 2: Te Maunga to Domain Road 4-Laning
- › SH 2: Domain Road Intersection Upgrade
- › SH 2: Tauranga Eastern Arterial

Upgrading of the Domain Road intersection to improve safety and reduce delays, particularly in the morning peak period, and construction of the Hewletts Road/Maunganui Road overbridge to reduce congestion in Hewletts Road, particularly in the afternoon peak period, are planned for a construction start in 2003/04.

The Domain Road intersection upgrade will comprise a new two-lane roundabout that will ultimately connect into the Tauranga Eastern Arterial. The Hewletts Road/Maunganui Road overbridge project will comprise a flyover between a new signalised intersection at Jean Batten Drive on Hewletts Road, over the railway line and connecting to Maunganui Road east of the intersection.

A detailed investigation is also being completed into four-laning Hewletts Road, and upgrading the Girven Road/Maunganui Road intersection and Te Maunga Junction. Tauranga District Council is currently constructing Route K between Tauriko on SH29 and the Route PJK interchange as a toll road. In partnership with Transit, the council is preparing a specimen design for the Takitimu Drive to Tasman Quay project including a second harbour bridge crossing. Alternative funding mechanisms are being explored by the “Access” partners for the Takitimu Drive to Tasman Quay project as well as some of the other SRN projects.

The Tauranga Eastern Arterial will provide a bypass of Te Puke between Domain Road, Papamoa and Paengaroa.

### **Katikati to Bethlehem**

The ultimate aim is to four-lane SH2 between Katikati and Bethlehem connecting to Route K. Designations for a four-lane expressway have already been confirmed for Te Puna to Omokoroa and the Tauranga Northern Arterial between Te Puna and Route K. It is envisaged that the four-laning of SH2 between Katikati

and Bethlehem will be staged, for example by initially constructing short sections of four-laning south of Katikati and at Te Puna prior to four-laning the full corridor. A bypass of Katikati has also been designated.

This four-laning strategy has been deferred for some years due to funding constraints. In the meantime, an investigation is underway to consider a range of traffic management measures such as speed restrictions and passing constraints to improve safety on this section of highway. These measures will be accompanied by additional passing lanes at Morton Road and Wharawhara Road.

### **Rotorua**

The Rotorua Eastern Arterial to bypass Te Ngae Road on SH30 and Stage 2 of the Old Taupo Road Four-Laning project on SH5 is not planned for construction within the next 10 years.

### **Rural Safety Improvements**

A number of rural realignments are proposed for construction within the next three years as follows:

- › SH2: Matata Underpass Realignment, west of Whakatane
- › SH5: Gasline Curves Realignment, south of Rotorua

The Three Mile Hill Realignment project on SH33, north of Rotorua, has been deferred due to funding constraints.

Improvements are also proposed to the following rural intersections:

- › SH2: Showground Road Intersection, west of Te Puke
- › SH5: Kerosene Creek Intersection, south of Rotorua
- › SH29: Hairini/Welcome Bay Intersection, Tauranga
- › SH30: Grieve Road Intersection, west of Whakatane
- › SH38: Rerewhakaaitu Intersection, south of Rotorua

Other safety improvements which are proposed for construction within the next three years include:

- › SH2: Balls Bluff Guardrail, east of Whakatane
- › SH2: Te Puna Stream Bridge Widening, north of Tauranga
- › SH2: Waitahanui Bridge Replacement, east of Te Puke

### **Passing Lanes**

Three passing lanes are proposed for construction in the next three years, as follows:

- › SH2: Tuapiro Road Southbound Passing Lane, north of Katikati
- › SH2: Morton Road Southbound Passing Lane, west of Tauranga
- › SH2: Wharawhara Road Southbound Passing Lane, south of Katikati

### **Stock Effluent Disposal Facilities**

It is proposed to construct two stock effluent disposal facilities in the Bay of Plenty at Rangioru and Edgecumbe on SH2. These are in accordance with a national strategy that has been developed with the industry and other road-controlling authorities.

### **Walking and Cycling**

It is proposed to further develop the cycleway from Hairini Junction to Turrett Road on SH2 in conjunction with Tauranga District Council.

### **MAINTENANCE and OPERATIONS**

In addition to undertaking maintenance and improvements to meet current and future levels of service and to preserve the asset, Transit proposes to:

- › continue to give priority to safety in all maintenance activities particularly on the Katikati to Tauranga section of SH2
- › develop a response plan for the impact of forest harvesting, particularly on the more remote rural sections of the network
- › provide a long-term focus on improving the ride on SH2 in Eastern Bay of Plenty, particularly for heavy vehicles, to attract more traffic onto SH2 off the route through Whakatane and Ohope
- › develop a plan for installing guardrails in the Waioeka Gorge on SH2.

## Table BoPI

### Forecasts of Expenditure on Maintenance and Improvements

#### Bay of Plenty Region

	03/04 (\$M)	04/05 (\$M)	05/06 (\$M)	06/07 (\$M)	07/08 (\$M)	08/09 (\$M)	09/10 (\$M)	10/11 (\$M)	11/12 (\$M)	12/13 (\$M)	Total (\$M)
<b>Maintenance</b>											
Structural	13.4	13.7	14.0	14.3	14.6	14.9	15.1	15.5	15.8	16.1	147.2
Corridor	4.3	4.6	4.8	5.0	5.2	5.5	5.7	6.0	6.2	6.5	53.9
Professional Services	2.5	2.6	2.6	2.7	2.7	2.8	2.8	2.9	2.9	3.0	27.5
Property Management	0.3	0.4	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	4.2
Preventive Maintenance	0.4	0.4	0.4	0.5	0.5	0.5	0.5	0.5	0.5	0.5	4.7
Emergency Works	0.7	1.3	1.3	1.3	1.4	1.4	1.5	1.5	1.5	1.6	13.5
Sub-total	21.6	23.0	23.6	24.2	24.8	25.4	26.1	26.8	27.4	28.2	251.0
<b>Improvements</b>											
Minor Safety Projects	0.8	0.8	0.9	0.9	0.9	0.9	0.9	1.0	1.0	1.0	9.1
Committed Projects	3.8	0.8	2.0	0.7	-	-	-	-	-	-	7.3
New Projects	10.3	12.8	9.9	7.0	4.4	2.8	3.0	4.3	9.1	5.9	69.4
Property Purchase	2.0	1.3	1.3	1.5	1.6	1.6	1.7	1.7	1.8	1.8	16.2
Walking & Cycling	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.0
Sub-total	17.0	15.8	14.1	10.1	7.0	5.4	5.7	7.0	11.9	8.9	103.0
<b>Total</b>	38.6	38.8	37.7	34.3	31.8	30.9	31.8	33.8	39.4	37.0	354.0