

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in the Bay of Plenty for the next 10 years are set out in Table BoP1. Transit anticipates it will have further expenditure from regional distribution funding, but this is yet to be determined.

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 is indicative only, and is likely to change, depending on the use of regional distribution funding to advance projects.

The Bay of Plenty state highway 10-year plan seeks to protect and preserve the existing asset, relieve congestion in and around Tauranga in conjunction with passenger transport and travel demand management initiatives, and improve road safety.

Major features of the plan are:

- › a flyover at the Hewletts Road/Maunganui Road intersection on SH29 in Mt Maunganui and a two-lane roundabout at the Domain Road intersection on SH2, east of Tauranga – both are under construction
- › continued development of a funding package with Transit's Access partners for duplicating the Tauranga Harbour Bridge and Hewletts Road Four-Laning
- › speed restrictions, passing constraints and other traffic management measures on SH2 between Katikati and Tauranga to improve safety
- › a realignment of SH33 at Three Mile Hill
- › 11 safety improvements in the next three years made including small rural realignments, rural intersection improvements, bridge widening and guardrails
- › four passing lanes
- › a new weighbridge at Paengaroa, east of Te Puke
- › two effluent disposal facilities at Edgecumbe and Rangiuru on SH2
- › working with Tauranga City Council developing cycle improvements between Hairini and Turret Road.

KEY REGIONAL TRANSPORT ISSUES

The key regional transport issues in the Bay of Plenty include:

- › congestion – rapid population and development growth in and around Tauranga is causing significant congestion and safety problems
- › forestry traffic – over the next 5 to 10 years the forestry harvesting is expected to increase from the East Coast forests with much of the product being exported through the Port of Tauranga
- › tourist traffic, particularly around Rotorua and the Urewera National Park
- › road safety:
 - » of particular concern is the separation, or safe interaction, of heavy freight traffic from general traffic (including tourist traffic)
 - » spillages from stock trucks.

TRANSIT'S CONTRIBUTION TO TRANSPORT ISSUES

Major safety and congestion problems 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.

Driven by the forecast population growth the state highway network in the Western Bay of Plenty area, including Tauranga, requires substantial upgrading within the next 10-20 years, in conjunction with improved passenger transport services and travel demand management. The Strategic Roding Network (SRN) for the Western Bay of Plenty sub-region is now well defined by the Access partners, which include Transit, Tauranga City 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. A funding implementation plan is being prepared as part of the 2004 regional land transport strategy review.

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.

The locations of possible Bay of Plenty projects in the 10-year plan are shown in Figure BoP. The expected cost and possible timeframe for the development and construction of these projects is indicated in Table BoP2. The timing of projects could be advanced depending on the allocation of regional funding. A final policy has yet to be determined by Transfund New Zealand (as at July 2004).

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 three years.

Congestion Relief (Tauranga)

The Access partners have indicated that their priorities are to develop the central and eastern corridors of the Strategic Roding Network (SRN).

The central corridor is the cross-harbour route including Route K, Harbour Link, Hewletts Road 4-Laning, Hewletts Road Flyover and Maunganui Road.

The eastern corridor includes the bypass of Te Puke, Tauranga Eastern Arterial, and the four-laning of the existing highway between Te Maunga and Domain Road.

Transit is not proposing to make any immediate capacity improvements on the Kaimai corridor (around the harbour route) except for medium-term improvements at the Hairini/Welcome Bay intersection.

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. Transit envisages 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, a range of traffic management measures such as improved delineation and passing constraints are being introduced to improve safety on this section of highway. These measures will be accompanied by additional passing lanes at Morton Road and Wharawhara Road.

Central and Eastern Corridors

As part of the SRN in the Western Bay of Plenty sub-region including Tauranga, Route J is now built and construction has started on the Hewletts Road Flyover and the Domain Road Intersection Upgrade. Many of the other components of the SRN now have confirmed designations or their designations are under appeal. These include:

- › SH2: Te Puna to Omokoroa 4-Laning
- › SH2: Tauranga Northern Arterial
- › SH29: Hewletts Road 4-Laning
- › SH2: Te Maunga to Domain Road 4-Laning
- › SH2: Tauranga Eastern Arterial.

A detailed investigation is also being completed into upgrading the Girven Road/Maunganui Road intersection and Te Maunga Junction. Tauranga City Council has completed the construction of 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 Harbour Link, Takitimu Drive to Tasman Quay project including a second harbour bridge crossing. A funding implementation plan is being developed by the Access partners for the further SRN projects.

The Tauranga Eastern Arterial will provide a bypass of Te Puke between Domain Road, Papamoa and Paengaroa. The Te Maunga to Domain Road 4-Laning project will connect the Tauranga Eastern Arterial to Te Maunga. A replacement weighstation at Paengaroa will also be progressed within the three years.

Transit is also working with the Tauranga City Council, Western Bay of Plenty District Council and a developer to progress a bypass of Pyes Pa Road as part of a large development proposal.

Road Safety

Transit plans to remove the 'out of context' sections of state highway, roadside hazards, and provide a network of stock truck effluent disposal facilities.

Tauranga Urban Area

The construction of a central wire rope median to prevent crashes between Maungatapu and Te Maunga is progressing.

Rural Safety Improvements

A major project in the 10-year plan is the Three Mile Hill Realignment project on SH33, north of Rotorua. As with some other projects this could be constructed earlier using the regional distribution funding.

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

- › SH5: Gasline Curves Realignment, south of Rotorua
- › SH36: Pyes Pa Mangorewa Hairpin, south of Tauranga (new state highway).

Improvements are also proposed to the following rural intersections:

- › SH5: Kerosene Creek Intersection, south of Rotorua
- › SH29: Hairini/Welcome Bay Intersection, Tauranga
- › SH38: Rerewhakaaitu Intersection, south of Rotorua
- › SH2: Wainui Road Intersection, east of Whakatane
- › SH29: Soldiers Road Intersection, south of Tauranga
- › SH5: Oturoa Road Intersection, west of Rotorua.

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

- › SH2: Balls Bluff Guardrail, east of Whakatane
- › SH33: Maniatutu Road North Guardrail
- › SH36: Hamurana to Te Waerenga Road Seal Widening, north of Rotorua.

A number of other safety improvements may be possible depending on regional distribution funding.

Stock Effluent Disposal Facilities

Transit proposes to construct two stock effluent disposal facilities in the Bay of Plenty at Rangiuru and Edgumbe on SH2. These are in accordance with a national strategy that has been developed with the industry and other road-controlling authorities.

Passing Lanes

Four 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
- › SH5: Tarukenga Poultry Passing Lane, west of Rotorua.

Walking and Cycling

Transit proposes to further develop the cycleway from Hairini Junction to Turrett Road on SH2 in conjunction with the Tauranga City Council, as funds become available.

Transit also proposes to develop a walking and cycling strategy for Rotorua, including state highways. This will be carried out in close consultation with the Rotorua District Council.

MAINTENANCE and OPERATIONS

In addition to maintaining current and future levels of service, and preserving 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 the 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

	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)	13/14 (\$M)	Total (\$M)
Maintenance											
Structural	13.2	17.1	21.6	19.6	20.2	21.8	21.0	20.4	22.8	23.2	200.8
Corridor	4.4	4.7	5.1	5.4	5.5	5.9	6.3	6.5	6.8	7.3	57.9
Professional Services	2.9	3.7	3.9	4.2	4.3	4.6	4.9	5.1	5.4	5.8	44.6
Property Management	1.0	1.0	1.0	1.1	1.1	1.2	1.2	1.3	1.3	1.4	11.6
Preventive Maintenance	0.0	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	2.4
Emergency Works	0.4	1.5	1.8	1.7	1.8	1.9	1.8	1.8	1.9	1.9	16.5
Sub-total	21.8	28.2	33.6	32.1	33.2	35.6	35.5	35.3	38.5	39.9	333.8
Improvements											
Minor Safety Projects	1.6	2.0	2.4	2.3	2.4	2.6	2.6	2.6	2.8	2.9	24.3
Committed Projects	17.7	15.3	2.3	0.0	-	-	-	-	-	-	35.3
New Projects	6.8	8.8	8.9	6.8	6.2	5.5	7.1	11.6	8.8	9.9	80.4
Property Purchase	0.8	0.9	0.9	0.9	0.9	1.0	1.0	1.0	1.1	1.1	9.6
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	27.1	27.1	14.6	10.1	9.6	9.2	10.8	15.3	12.8	14.0	150.5
Regional Distribution Funding	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	tbd	
Total	48.9	55.3	48.3	42.2	42.9	44.8	46.2	50.6	51.3	53.9	484.3

tbd = to be determined