



### KEY TRANSPORT ISSUES

In meeting the objectives of the NZTS and LTMA, the key regional transport issues for the Bay of Plenty Region include:

- › Road safety: particularly safe interaction of heavy freight traffic with general traffic, and tourist traffic
- › Congestion: rapid population and development growth in the Bay of Plenty, particularly in the western Bay of Plenty sub-region in and around Tauranga, is causing significant congestion and safety problems
- › Forestry traffic: over the next five to ten years, forestry harvesting is expected to increase from 10 to 11 million tonnes a year from the Central Plateau forests, and much of the product will be exported through the Port of Tauranga
- › Tourist traffic: particularly around Rotorua and the Urewera National Park
- › Route security: interruption of the state highway network because of flooding and slips, particularly in the eastern Bay of Plenty between the East Cape (Gisborne), Opotiki District and Whakatane District, has a significant economic impact on the forestry and dairy industries, as well as on local communities
- › Spillages from stock trucks.

### How we plan to address these key issues

The Tauranga Central Corridor is one of the most congested corridors in the state highway network and substantial improvements are planned.

The Tauranga Eastern Corridor is also very congested and will be put under further pressure by the substantial growth planned for Papamoa. Transit is working with its Smart Transport partners (Tauranga City Council, Western Bay of Plenty and Environment Bay of Plenty) to develop the Tauranga Eastern Corridor in a manner that integrates the proposed land use with transport systems to achieve a sustainable balance.

Progress will be made towards determining strategies for the remaining Strategic Corridors in the Bay of Plenty. The strategic study planned for the Tauranga

Northern Corridor will take into account the review of the long-term function of the highway and design work for an appropriate Tauranga Northern arterial will be undertaken.

Several small projects and other activities under maintenance and operations are targeted at improving route security in the eastern Bay of Plenty, particularly in Matata where Transit is working closely with the Whakatane District Council, Environment Bay of Plenty and ONTRACK on a package of activities following the recent severe flooding.

### Congestion and Strategic Corridor Improvements

The Hewlett's Flyover project was completed in 2005/06. Transit is now progressing the Harbour Link Project to four-lane Hewletts Road, duplicate the existing Harbour Bridge and to construct a four lane flyover from the Harbour Bridge to Takitimu Drive. The objectives are to increase road capacity, provide bus lanes where possible to encourage better utilisation of public transport, and provide walking and cycling facilities that will encourage people to use these modes of transport.

A range of travel demand management initiatives will be identified and implemented on the SH2, Turret Road corridor in partnership with Tauranga City Council to complement a proposed signalisation of the Welcome Bay/Mangatapu roundabouts.

The design of the Tauranga Eastern Motorway has commenced. Transit will work with its Smart Transport partners to get a better understanding of the costs and risks of developing a package of transport activities to integrate with and complement the significant proposed land use changes. The Smart Transport partners propose to develop a joint funding package to progress the various construction works.

The investigation work for the Katikati Bypass will consider updating the designation to ensure that it is suitable for a future alternative on SH2 route through Katikati, and that it is compatible with intersection improvements being developed under the small and medium sized projects as stage 1 of the future Bypass.

Investigation work is proposed for the Katikati Bypass, the Omokoroa Intersection and design work is proposed for the Tauranga Northern Arterial.

Transit proposes to continue to work with Tauranga City Council and the developers at Pyes Pa to complete the remaining stages of Pyes Pa Bypass. Stage 1 of the Bypass was completed in 2005/06 by the developer as a contribution necessary to accommodate growth and maintain the functionality of the transport system, including the state highway network.

## Safety

There are two safety projects being undertaken: the widening of two bridges on SH36 Rotorua/Tauranga Twin City Corridor. Further work in removing roadside hazards will continue.

If the Bay of Plenty region agrees to the utilisation of their \$R funding by Transit a number of additional small projects could be progressed, including further bridge and seal widening, intersection improvements and a bridge replacement at Waitahanui on SH2 if land purchase can be resolved.

## Route Security

Replacement of the Reids Canal Bridge and flood protection improvements at the Awaitei Stream Bridge on SH2 near Matata are planned as part of an integrated package of flood protection works.

## Passing Opportunities

Transit will construct passing lanes north of Katikati on SH2 and another on SH5 near Rotorua if the region agrees to progressing the project utilising \$R funding. A passing lane is also proposed for SH33.

## Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities, a new facility will be constructed on SH29 at McLarens Road to compliment the recently completed facility at Opotiki.

## Walking and Cycling

Seven walking and cycling projects are proposed in greater Tauranga and Rotorua.

## Strategic Studies

Transit proposes to undertake a number of strategic studies to improve our long-term planning and assist good decision-making, including the Rotorua Central, Eastern BOP Route Security and a strategic study of SH29.

The Rotorua strategic study will consider in particular the form and function of the proposed Rotorua Eastern Arterial and undertake work to better understand its cost and risk.

## Maintenance and Operations

Maintenance and operations activities make up a key part of the forecast expenditure in the Bay of Plenty region. In addition to preserving the highway network and undertaking maintenance and improvements to meet future levels of service, we propose to:

- › Undertake 80km of resurfacing, including 9km with low noise surfacing
- › Strengthen 18km of highway
- › Improve route security in the eastern Bay of Plenty to safeguard the state highway from flooding and land instability
- › Target noise reduction works for specific problem areas
- › Improve traffic and travel demand management by upgrading signals and dynamic signage to provide real time information for road users in Tauranga and Rotorua
- › Implement plant pest strategies and use special plant pest eradication programmes to target hotspots
- › Carry out planting to reduce future maintenance on steep slopes or batters next to highways
- › Continue to implement and maintain special safety programmes in areas with poor road safety records, including identified “black routes”.