



### 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 and safety problems caused by rapid population and development growth in the Bay of Plenty, particularly in the western Bay of Plenty sub-region in and around Tauranga
- › Increased forestry traffic over the next five to 10 years, with forestry harvesting expected to increase from 10 to 11 million tonnes a year from the Central Plateau forests, much of the product being exported through the Port of Tauranga
- › Tourist traffic, particularly around Rotorua
- › Interruption of the state highway network by 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 region's state highway network and substantial improvements are planned.

The Tauranga Eastern Corridor is also congested and will be put under further pressure by substantial growth planned for Papamoa. Transit is working with its Smart Transport partners (Tauranga City Council, Western Bay of Plenty District Council and Environment Bay of Plenty) to develop the 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 integrated land use and transport strategic study for the Tauranga Northern Corridor is underway and will take into account the review of the long-term function of the highway. This will define appropriate standards for design of the Tauranga Northern Arterial.

Several small projects 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 Whakatane District Council, Environment Bay of Plenty and ONTRACK to address the severe flooding risk.

### Congestion and Strategic Corridor Improvements

Transit is continuing to progress the Harbour Link Project with Stage 1, the four-laning of Hewletts Road, now complete. Construction is well underway on Stage 2, the duplication of the existing Harbour Bridge and the construction of a four-lane flyover from the bridge to Takitimu Drive. The objectives are to increase road capacity and to provide bus lanes and walking and cycling facilities to encourage use of these modes of transport.

A range of Travel Demand Management initiatives, including bus priority measures, cycle lanes and pedestrian paths, have been identified for the SH2, Turret Road/15th Avenue corridor in partnership with Tauranga City Council to complement signals at the Welcome Bay/Mangatapu roundabouts. Transit is continuing the investigation and design of this work.

The design of the Tauranga Eastern Motorway has commenced. Transit is continuing with obtaining resource consents and land purchase. We will work with our Smart Transport partners to ensure the motorway is fully integrated with other transport activities and complements the proposed land use changes. The Smart Transport partners, led by the Regional Land Transport Committee, are developing a joint funding package.

Investigative work for the Katikati Bypass is underway and we will consider updating the designation to ensure it is suitable for a future alternative route for SH2 through Katikati compatible with future land use and with intersection and safety improvements.

Investigation of Omokoroa intersection has commenced to provide for growth on Omokoroa Peninsula.

Transit continues to work with Tauranga City Council and the developers at Pyes Pa to complete the remaining stages of Pyes Pa Bypass. Stage 1 was completed in 2005/06 by the developer, enabling works are currently underway and, subject to funding approvals, a contract for the final construction stage will be awarded in 2009 for completion early 2011.

## Safety

The widening of two bridges on SH36 Rotorua/ Tauranga Twin City Corridor is being undertaken.

Transit is also planning to progress additional small projects, including bridge and seal widening, and intersection improvements.

## Route Security

Works are continuing on SH2 near Matata as part of an integrated package of flood protection works.

## Passing Opportunities

Transit will continue investigation and design of passing lanes north of Katikati on SH2 and on SH5 north and south of Rotorua. Passing lanes are also proposed for SH30 and SH33 and a slow vehicle bay for SH30.

## Stock Effluent Disposal Facilities

As part of a national programme to provide a safe and convenient network of stock effluent disposal facilities, investigation will continue on identifying an appropriate site for a new facility on SH29 to address the issue of effluent spills on the Kaimai Ranges.

## Walking and Cycling

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

## Strategic Studies

Transit proposes a number of strategic studies to improve our long-term planning and assist good decision-making, including the Rotorua Central, Eastern Bay of Plenty 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, 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 electronic variable message signs to provide real time information for road users in Tauranga and Rotorua
- › Implement plant pest strategies and use special 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”.