

BAY OF PLENTY STATE HIGHWAY FORECAST

EXECUTIVE SUMMARY

Transit's forecasts of expenditure in Bay of Plenty for the next 10 years are set out in Table BoP1. For forecast purposes only, Transit has anticipated an indicative level of regional distribution funding. Final allocations of regional distribution funding will be determined annually.

These forecasts of expenditure are based on a 10-year plan of maintenance and improvements, including projects for which funding is already committed. The timeframe for the development and construction of the improvements proposed in the 10-year forecast is indicative only and is likely to change depending on the project's importance within the context of the regional land transport strategy, its national priority, the resolution of any local concerns and property issues.

The Bay of Plenty 10-year state highway forecast 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 forecast 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 under construction
- › continued development of a funding package with Transit's 'Access' partner Tauranga City Council for duplicating the Tauranga Harbour Bridge and Hewletts four-laning (together the Harbour Link toll project)
- › Pyes Pa Bypass
- › capacity improvements on SH2 from Te Maunga to Domain Road, east of Tauranga
- › Tauranga Northern Arterial
- › the development of the Tauranga Eastern Arterial bypassing SH2 through Te Puke from Domain Road to Paengaroa as a possible toll road project
- › Tauranga Central Corridor TDM
- › Domain Road Intersection
- › 14 safety improvements in the next three years comprising small rural realignments, rural intersection improvements, bridge widening and guardrails
- › six passing lanes
- › a new weighbridge at Paengaroa east of Te Puke
- › stock effluent disposal facilities at Opotiki and Katikati
- › working with Tauranga City Council developing cycle improvements between Hairini and Turret Road.

KEY REGIONAL TRANSPORT ISSUES

Through Bay of Plenty's regional land transport strategy, long term council community plans and Transit's state highway forecast, local and central government is aiming for a sustainable land transport system that meets the objectives of the New Zealand Transport Strategy (NZTS) and the Land Transport Management Act (LTMA), i.e. assisting economic development, assisting safety and personal security, improving access and mobility, protecting and promoting public health and ensuring environmental sustainability.

To achieve a sustainable land transport system we need to consider both land use and transport trends and behaviour. In this respect regional and local growth strategies (or emerging views where strategies have not been written) and planning documents are critical to supporting regional land transport strategies.

In meeting the objectives of the NZTS and LTMA the key regional transport issues for 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 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 and general traffic (including tourist traffic)
 - › spillages from stock trucks.

TRANSIT'S CONTRIBUTION TO TRANSPORT ISSUES

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

The timeframe for the development and construction of the improvements proposed in the 10-year forecast is indicative only and is likely to change, depending on the use of additional funding from central government (known as 'regional distribution funding') to advance activities. While Transit anticipates it will have further expenditure from regional distribution funding this is yet to be determined by Land Transport New Zealand. Indicative construction start dates are based on expected funding levels if 50 percent of regional distribution funding for Bay of Plenty were allocated to state highways, spread evenly over 10 years.

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.

To support the forecast population growth the state highway network in the Western Bay of Plenty area, including Tauranga, will require substantial upgrading within the next 10-20 years in conjunction with improved passenger transport services and travel demand management. The Smart Transport Corridors for the Western Bay of Plenty sub-region are being planned to sustain managed growth and are now well defined by Smartgrowth and 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.

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 and route security.

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

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

Efficient and Safe Transport Corridors

Congestion Relief (Western Bay of Plenty sub-region)

The region has indicated that its priorities are to develop the central and eastern corridors of the Smart Transport Corridors.

The central corridor is the cross-harbour route including Route K, Harbour Link, Hewletts Road Four-laning, Hewletts Road Flyover and Maunganui Road. The Construction of the Hewletts Flyover is in progress. The additional revenue from tolling has made it possible to advance the Hewletts Road Four-laning project to start earlier. Transit has scheduled the sections of the Harbour Link project that are state highway on the basis that it will only proceed if approval is given to toll the route as a travel demand management measure. Tauranga City Council has scheduled the sections of Harbour Link which are local road in its plan also on the same basis that tolling can be implemented to complement land use and other demand management strategies. Tolling will be implemented through Transit's Toll Systems Project.

The eastern corridor includes the bypass of Te Puke, the Tauranga Eastern Arterial and the four-laning of the existing highway between Te Maunga and Domain Road. These projects are scheduled to start within the 10-year forecast. The Tauranga Eastern Arterial project will also be reviewed as a toll project to determine whether it could obtain sufficient revenue to allow it to be advanced to an earlier start date.

Transit is not proposing to make any immediate major capacity improvements on the western (SH29 Kaimai) corridor (around the harbour route). Transit is working with Tauranga City Council and a developer to jointly fund and construct a bypass of Pyes Pa on SH36. Transit has scheduled a share of the total project cost in the 10-year forecast.

The highest priority in the Bay of Plenty is the investigation and implementation of travel demand management initiatives within and around Tauranga. The Land Transport Management Act 2003 signals the need for travel demand management as an integral component of a sustainable approach to land transport. Transit endorses this principle and proposes to actively participate in an investigation of

opportunities for travel demand management in Tauranga.

Northern (SH2 Katikati) Corridor

Designations for a four-lane expressway have already been confirmed for Omokoroa to Te Puna and the Tauranga Northern Arterial (between Te Puna and Route K). 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.

Some development work will be carried out on Tauranga's Northern Arterial to better understand its cost and priority and to determine whether it could be advanced through tolling to an earlier start date.

Rotorua Corridors

Transit intends to review proposed projects, such as the Rotorua Eastern Arterial. The review will consider the latest land use and traffic information and growth trends, as well as updating cost estimates, options and alternatives and project evaluation.

Passing Lanes

Passing lanes proposed for construction in the next three years are:

- › SH2: Tuapiro Road Southbound Passing Lane, north of Katikati
- › SH2: Wharawhara Road Southbound Passing Lane, south of Katikati.

The following passing lanes are proposed depending on progress with other projects and the availability of regional distribution funding:

- › SH5: Tarukenga Poultry Passing Lane, west of Rotorua
- › SH33: Banksia Road Passing Lane, north of Rotorua

- › SH5: Five Mile Gate Passing Lane, south of Rotorua
- › SH5: Maraeroa North Passing Lane, west of Rotorua.

Road Safety

Transit plans to remove 'out of context' sections of state highways, roadside hazards and provide a network of stock truck effluent disposal facilities. A number of large, medium and smaller activities is proposed. These include rural realignments, urban and rural intersection improvements and bridge widening or replacement projects.

Rural Highways

The following rural realignment is proposed for construction within the next three years:

- › SH5: Gasline Curves Realignment, south of Rotorua

Improvements are also proposed to the following intersections:

- › SH29: Hairini/Welcome Bay Intersection, Tauranga
- › SH2: Wainui Road Intersection, east of Whakatane.

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

- › SH33: Maniatutu Road North Guardrail
- › SH36: Mangarewa Stream North Bridge Widening, north of Rotorua.

Other Projects

A number of other improvements may be possible depending on progress with proposed projects and regional distribution funding:

- › SH29: Soldiers Road Intersection, south of Tauranga
- › SH5: Oturoa Road Intersection, west of Rotorua
- › SH36: Mangarewa Stream South Bridge Widening, north of Rotorua

- › SH2: Balls Bluff Guardrail, east of Whakatane
- › SH36: Hamurana to Te Waerenga Road Seal Widening, north of Rotorua
- › SH29: Ngamuwahine to Soldiers Road Realignment, south of Tauranga
- › SH2: Te Puna Stream Bridge Widening
- › SH2: Waitahanui Bridge Replacement, east of Te Puke
- › SH36: Central Road Realignment.

Stock Effluent Disposal Facility

Transit proposes to construct stock effluent disposal facilities in the Bay of Plenty at Katikati and Opotoki. This is in accordance with a revised national strategy that has been developed with the industry and other road-controlling authorities.

Walking and Cycling

Transit is working with Tauranga City Council on cycle facilities around Hairini Junction and Turret Road on SH2.

Transit will continue to work with Rotorua District Council on developing an integrated walking and cycling strategy for the Rotorua network, including state highways.

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 Paengaroa 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

	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)	14/15 (\$M)	Total (\$M)
Maintenance											
Structural	21.5	22.4	24.2	25.2	26.3	27.5	28.7	30.0	31.3	32.7	269.8
Corridor	5.4	5.6	6.1	6.4	6.7	6.9	7.3	7.6	7.9	8.3	68.1
Professional Services	4.1	4.3	4.6	4.8	5.0	5.2	5.5	5.7	6.0	6.2	51.4
Property Management	1.6	1.6	1.7	1.8	1.8	1.9	2.0	2.1	2.2	2.3	19.0
Preventive Maintenance	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.8	6.4
Emergency Works	3.8	1.8	2.0	2.1	2.1	2.2	2.3	2.4	2.6	2.7	24.0
Sub-total	36.9	36.2	39.1	40.8	42.6	44.5	46.5	48.5	50.7	52.9	438.8
Improvements											
Minor Safety Projects	2.5	2.6	2.8	2.9	3.0	3.2	3.3	3.5	3.6	3.8	31.1
Committed Projects	15.9	2.3	0.0	0.0	-	-	-	-	-	-	18.2
New Projects	7.1	9.0	18.6	37.6	17.3	8.9	11.7	9.3	41.6	100.4	261.6
Property Purchase	1.0	1.0	1.1	1.1	1.1	1.2	1.2	1.3	1.3	1.4	11.7
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	26.5	15.0	22.6	41.7	21.6	13.3	16.3	14.1	46.7	105.7	323.6
Total	63.4	51.3	61.7	82.5	64.2	57.8	62.8	62.7	97.4	158.6	762.4

Note: regional distribution funding for state highways forecast to be \$72M over 10 years