



# Bay of Plenty Regional Land Transport Plan 2018 **Summary**

# Introduction



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Transport is fundamental to our way of life. It enables businesses to get their goods to market, employees to get to work, students to school and visitors to reach their destinations. But along with economic and population growth comes additional demand for transport, placing pressure on our existing networks. In some parts of the region, we have reached the point where 'more of the same' will not be enough. We must find new ways of meeting the transport needs of a vibrant and growing region, while responding to global imperatives such as climate change and technology that may fundamentally alter how transport is delivered in the future.

**Councillor Stuart Crosby**

Chair, Bay of Plenty Regional  
Transport Committee

The Bay of Plenty region's  
transport vision is:

**Best transport systems for  
a growing economy and a  
safe, healthy and vibrant  
Bay lifestyle for all.**

# What is the Regional Land Transport Plan?

The Regional Land Transport Plan combines proposals from all of the Bay of Plenty's councils and the New Zealand Transport Agency for our land transport network.

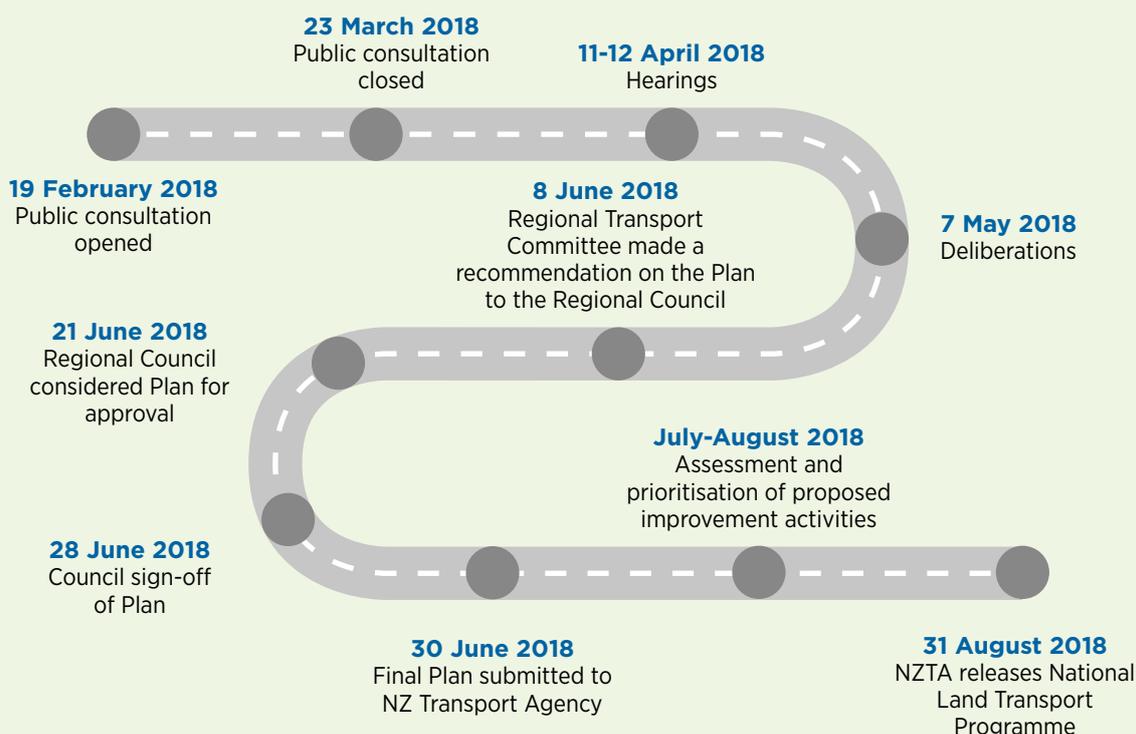
The 2018 Plan sets out the priorities and activities the region will work towards in the next six years with a long term view of what might happen in the next 30 years.

Through the plan, we are seeking central government funding for activities ranging from road safety, to walking and cycling, to public transport and road improvements.

The community has a wide range of different transport needs, making it a complex issue. But we all want good transport options that help us move around quickly and safely.

We may have to re-visit our plan in 2019 as the next stage of the Government Policy Statement is set to be released. This will likely include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

## Our road to the future



# Why is a successful transport plan important for Bay of Plenty?

Bay of Plenty's location in the Upper North Island (UNI) means we are part of New Zealand's "Golden Triangle", where a lot of the country's economic and population growth is occurring.

Together, the Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand's GDP, housing more than half the population and moving more than half of New Zealand's freight.

It is also home to the Port of Tauranga, New Zealand's largest export port which handles 30% of the country's imports and exports. The Port is a key connection between the UNI and international markets.



# What are our transport challenges and opportunities?

There are a number of issues that are currently impacting on the region - or that have the potential to in the future - which have been identified.

Grouped under the broad themes of society, economy, environment and technology, each influences and shapes our transport strategy.

## Society

The Bay of Plenty's population is currently estimated at 293,500, making it the fifth highest in New Zealand, with it expected to increase to 334,000 by 2033. As a result, population growth is putting pressure on our transport infrastructure and daily traffic has increased more than 8% in the region over the past two years. We also have an ageing population which means we need access to a wider range of mobility options.

## Economy

The region provides 5.2% of national GDP, with freight volumes expected to grow by 35-42% by 2042. Key export sectors are forestry and wood products, horticulture and agriculture. Logs and processed forest products represent 53% of the total export tonnes handled by Port of Tauranga.

## Environment

Transport contributed 31% of the region's total carbon emissions in 2015/16. Weather events have the greatest potential impact on the region, with ex-tropical cyclones bringing heavy rainfall and high winds. Parts of the region are particularly vulnerable to frequent flooding, and Natural Hazard events like slips which frequently affect parts of our transport network.

## Technology

Freight delivery has become more efficient through technology, while new safety features in cars have the potential to reduce death and serious injury on our roads. New systems can help better manage traffic flows, while there is the potential for a rapid uptake of electric and low emissions vehicles.



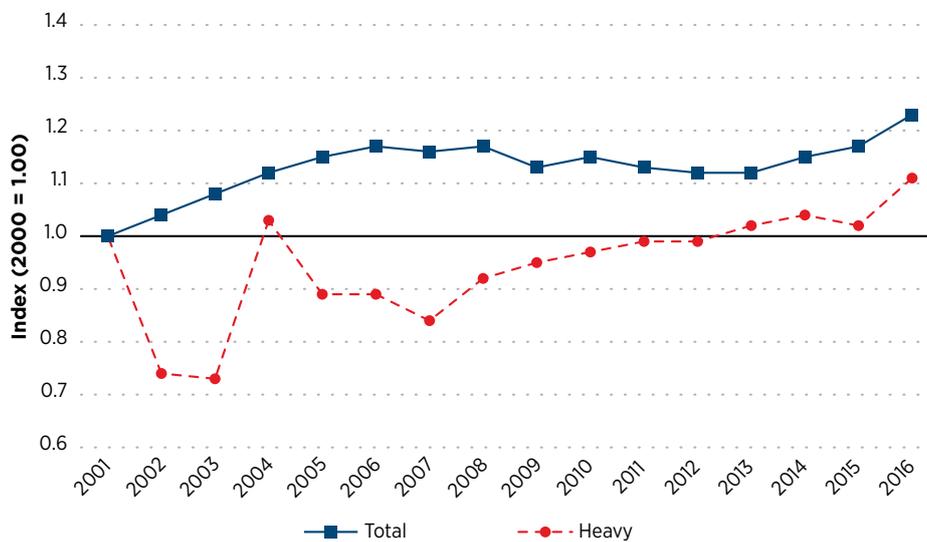
# Dealing with the problems

An Investment Logic Mapping process has been used to identify the region's priority problems and benefits. This involves key stakeholders working together to develop a map that tracks the relationship between identified problems and the benefits of resolving them.

## Traffic growth in parts of the region is increasing congestion, hindering people and goods moving around efficiently (40%)

Transport demand is growing, particularly in areas experiencing rapid population and economic growth. Increases in domestic and international visitors are adding to this demand, while freight volumes are the fourth highest in the country and forecast to grow strongly in the future.

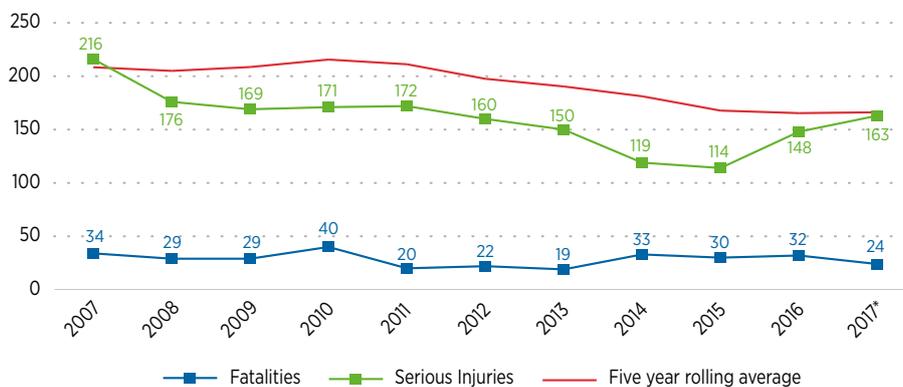
State highway traffic volumes (at continuously monitored sites)



## Death and serious injury is occurring because of poor drivers (30%).

In 2017, the social cost of deaths and serious injuries amounted to \$283 million. While the overall statistics have shown some improvement over recent times, they still remain. These figures do not show the impact of crashes on families, the wider community and the health system.

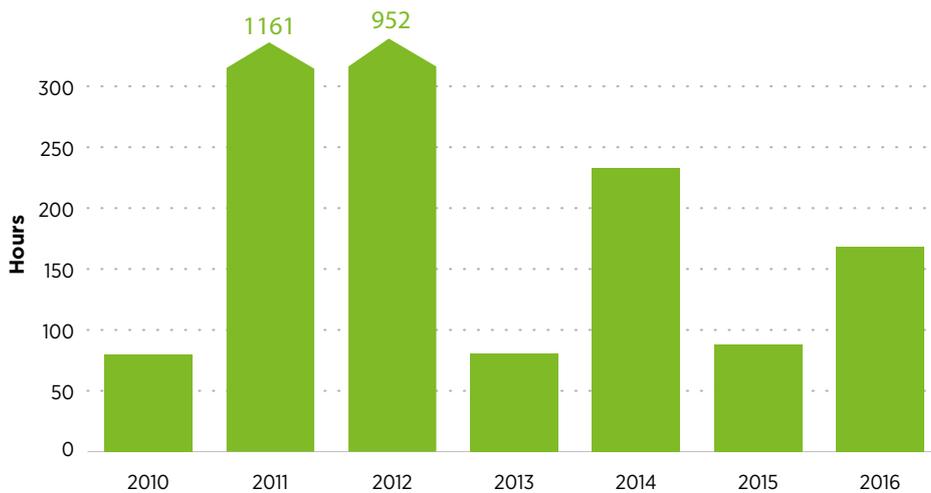
Bay of Plenty road fatalities and serious injuries (2007- 2017)



## Failure to invest in areas susceptible to unplanned events is negatively impacting network efficiency and functionality (20%)

The region's road and rail networks are heavily constrained by mountain ranges, large harbours, rivers, lakes and narrow coastal strips. This makes the Bay of Plenty reliant on just a few key social and economic lifelines. Parts of the network are susceptible to unplanned events, particularly road crashes and natural hazards. This has meant our state highways have been closed for between 80 and 1130 hours per year over the past seven years.

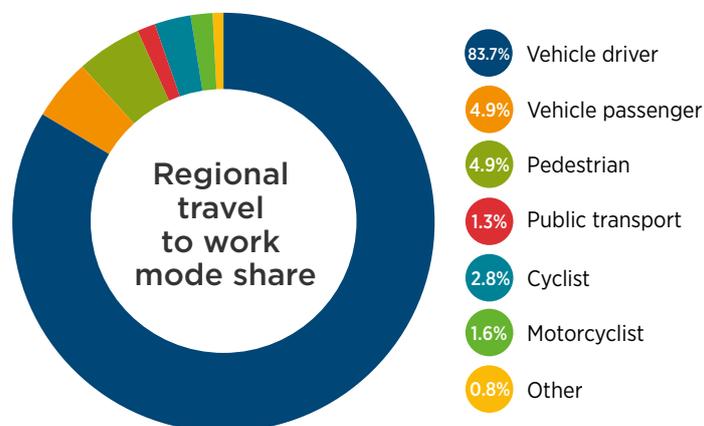
*State highway road closures*



## Poor design of the current transport system is negatively impacting the environment and public health (10%)

To date, the region's transport system has been designed to cater for the growth in motor vehicle travel. This has made it relatively cheap and convenient for people to meet their daily travel needs by car, however it also means the Bay of Plenty is heavily reliant on vehicles. Travel to work by motor vehicle in the region is 88.6% of all journeys. Over 99% of the region's vehicle fleet also use fossil fuels as their primary source of energy.

*Regional travel to work mode share*

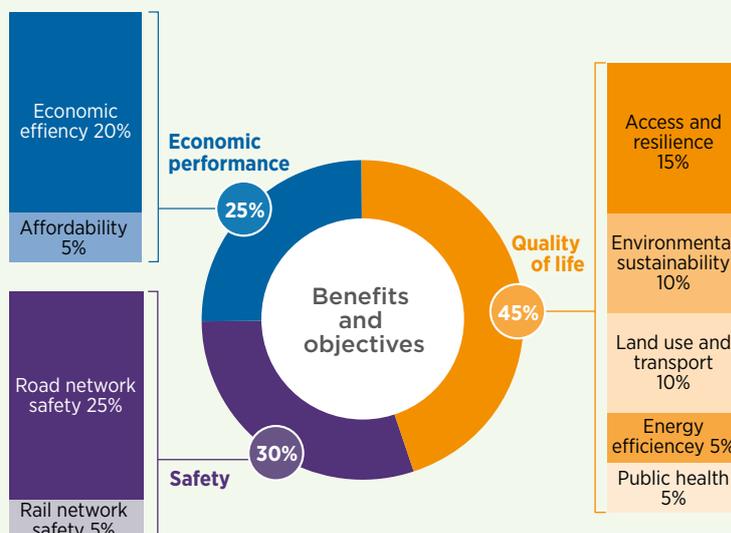




## If we identify our priority problems correctly, and work towards solving them, we should be able to achieve:

- 1 Better quality of life for Bay of Plenty residents (45%).
- 2 Increased safety for users of the region's transport network (30%).
- 3 Improved economic performance (25%).

These benefits form the high level transport priorities for the region. Each benefit is supported by one or more objectives and key performance indicators, designed to measure whether the anticipated benefits are being realised.



# Our Transport Strategy

## The Bay of Plenty's response to the transport challenges is an Optimised Transport System.

Analysis of future travel demands has found that a 'business as usual' approach would mean levels of private vehicle use that would create significant challenges, especially in urban areas at peak times. This would also have detrimental effects on the regional economy.

An Optimised Transport System means considering a hierarchy of four interventions, to ensure our land transport system is working as affectively and effectively as possible.

Integrated planning

Network optimisation

Demand management

New and improved infrastructure

## What do we invest in?

Investment in new and improved infrastructure will be necessary once other options in the intervention hierarchy have been fully explored.

**Road Network:** It's predicted 74% of trips travelled in the region in 2040 will be car based, meaning we will need to continue to invest in new infrastructure. Investment focus areas will include safety improvements, strategic freight networks and connectivity improvements.

**Rail Network:** Investment should focus on supporting the movement of products to and from the Port of Tauranga, as well as the potential re-introduction of inter-regional passenger rail services.

**Public Transport:** The Western Bay of Plenty Public Transport Blueprint focuses on improving services and infrastructure in Tauranga City, with high frequencies on key urban bus routes and express buses to growth areas.

**Walking and Cycling:** Investment should focus on the continued development of urban cycle networks in Tauranga, Rotorua and Whakatāne. In terms of walking, priority should be given to pedestrian improvements that support key areas, such as town centres, complement increases in public transport, or integrate with new urban growth areas.



## Future Focus and Technology

The 2018 RLTP includes investment in a Bay of Plenty Rail Study, which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and potential commuter rail in the region.

Rapid Transit (e.g. busways) options in the Western Bay of Plenty sub region could also be explored as part of this.

Technology is changing many aspects of our lives and transport is no exception, however the exact nature and scale of this change is uncertain. We do know that the development of new technologies will continue to influence how the transport system operates.

As a result, we need to be flexible and responsive in our approach. Part of this will be increasing our understanding of community and customer expectations around the future use of technology.



## Feedback prompts changes

### Over 1350 submissions were received by the Regional Transport Committee in relation to the draft RLTP.

Most of the submissions focused on major roading activities in the draft plan. Over 450 individual submissions on the road network expressed concerns over the State Highway Two corridor between Waihi and Tauranga, particularly in relation to safety and congestion.

In addition to the trauma caused by road crashes, submitters frequently cited the effects on quality of life, including stress and anxiety about family members and friends regularly using the road.

As a result of the submissions the three State Highway Two projects were moved to the top of the priority list, with improving the stretch between Te Puna and Omokoroa jumping from number 11 to number one, while the corridor between Waihi and Omokoroa is now third, moving from its original sixth priority placing.

This is an important example of the planning process at work, and the RLT Committee particularly acknowledges and thanks those who took the time to submit on the draft plan.

*“The road is no longer fit for purpose. We can sit on our deck and hear the sirens of emergency services, and half an hour later check local media to find there’s been another accident.”*

*“I hope your recommendation will be that upgrading the road becomes the number one priority.”*



# Committed activities

The activity phases in Figure 24 have previously had funding through the National Land Transport Fund and, on this basis, were not included in the list of prioritised activities in the RLTP. Several of these activities are currently being delivered, but are yet to be completed. Many of the remaining activities have already been the subject of extensive planning with considerable costs incurred in the planning, property purchase, designation and consenting processes associated with this.

The region expects NLTF funding to be allocated to the completion of these activities (or the applicable activity phases) listed in this section **before** funding is allocated to prioritised activities. Where applicable, the priority of equivalent activity phases is listed next to the activity.

Activity	Org	Phase	Description	Indicative timing
Hairini Link - Stage 4	SDD	Construction	Creation of a direct link from SH2A to Welcome Bay beneath SH29 to reduce urban congestion at the SH29/SH2A/Welcome Bay Road intersections.	2018-19
SH2 Baypark to Bayfair link upgrade	SDD	Construction	Grade separation of the Maunganui / Girven Road and SH2/SH29 intersections to reduce delays and improve travel time reliability.	2018-20
SH30 Eastern Corridor, Connect Rotorua (Stage 1: Sala Street to Iles Road)	SDD	Implementation	Capacity improvements along SH30 Eastern Corridor.	2018-19
SH30A Urban Revitalisation, Connect Rotorua	SDD	Implementation	Urbanisation of SH30A and Amahou Street to improve connectivity for walking and cycling and support inner city revitalisation.	2018-20
SH33 (Te Ngae Junction to Paengaroa), Stage 1	SDD	Implementation	Identified in National Safer Roads and Roadsides as a section of SH with a high crash rate requiring safety improvements.	2018-19
Tauranga Northern Link	SDD	Pre-implementation, Property & Implementation	Approx. 6.5kms of new 4-lane two-way highway linking SH 2 from just North West of Te Puna through to Route K. The new route provides a bypass of Te Puna and Bethlehem.	2018-23
TNP SH29 Tauriko West Network Connections	SDD	Detailed Business Case	Project to deliver SH29 freight and safety objectives while providing appropriate access to Tauriko West and the Tauriko Industrial Estate.	2018-19
W2T Katikati Urban (previously Katikati bypass)	SDD	Property Pre-implementation	The realignment of SH2 to create an alternative route (bypass) around Katikati.	2018-23
W2T Omokoroa to Te Puna (Transformed)	SDD	Property Pre-implementation	Capacity and safety improvements on the SH2 corridor between Waihi and Tauranga.	2018-23
W2T Waihi to Omokoroa (Safer Corridor)	SDD	Property Pre-implementation	Safety improvements on the SH2 corridor between Waihi and Tauranga.	2018-22

SDD = NZTA

## State Highway improvement priorities

Priority	Activity	Organisation
1	SH2 Te Puna to Omokoroa	SDD
2	SH2/Omokoroa Road Intersection Upgrade	SDD
3	SH2 Waihi to Omokoroa (Safer Corridor)	SDD
4	SH29 Tauriko West Network Connections	SDD
5	Katikati Urban	SDD
6	SH29 Kaimai Summit to Tauriko	SDD
7	SH2: Wainui Rd to Ōpōtiki, NSRRP	SDD
8	SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)	SDD
9	SH2 Ōpōtiki to Gisborne (Resilience and Safety)	SDD
10	SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 & 3)	SDD
11	SH29A Barkes to Poike Urban Access	SDD
12	SH30 Whakatāne West Access	SDD
13	SH2 Matata to Ōpōtiki (Waimana Gorge) Safer Corridor and Resilience	SDD
14	SH5/38 Intersection to Springfield Safer Corridor	SDD
15	SH36 Tauranga to Ngongotaha Safer Corridor	SDD
16	SH35 Ōpōtiki to Gisborne Safer Corridor and Resilience	SDD
17	SH5 Tarukenga to Ngongotaha Safety Improvements	SDD
18	ITS Improvement Programme	SDD
19	Weigh Right Tauranga Port	SDD
20	Accelerated LED Renewals for SH Street Lighting	SDD
21	Stock Effluent Disposal Facility	SDD

## Local Road improvements

Priority	Activity	Organisation
1	Eastern Corridor Growth projects	TCC
2	Western Corridor Growth Management - Tauriko West connections	TCC
3	Improvements to Key State Highway Intersections	TCC
4	15th Avenue and Turret Road Upgrade	TCC
5	Pyes Pa Road Upgrade - Joyce Road to Aquinas	TCC
6	Domain Road upgrade	TCC
7	Whakatāne Urban Arterial Access	WDC
8	Smith's Farm Access	TCC
9	Seismic Resilience of bridges and other assets	TCC
10	Ōpōtiki Harbour Access Roads	ODC
11	Te Urewera Rainforest Route Improvements	WDC

SDD = NZTA

TCC = Tauranga City Council

WDC = Whakatāne District Council

ODC = Ōpōtiki District Council

BOPRC = Bay of Plenty Regional Council

## Public transport improvements

Priority	Activity	Organisation
1	Public Transport Priority for key routes	TCC
2	New Tauranga bus services	BOPRC
3	National Ticketing Programme	BOPRC

## Walking and cycling improvements

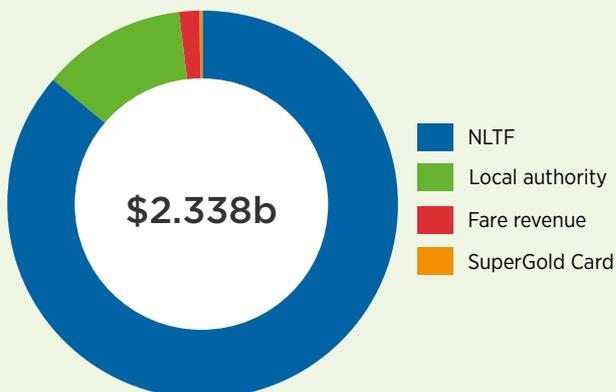
Priority	Activity	Organisation
1	Cycle Action Plan Implementation	TCC
2	Totara Street Improvements	TCC
3	Maunganui Road Walking and Cycling improvements	TCC
4	Marine Parade Walking and Cycling Facilities	TCC
5	Ōpōtiki to Ōhiwa Cycle Trail	ODC

# Funding

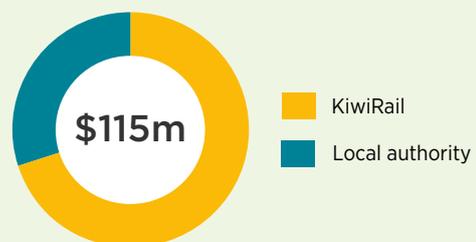
There are different funding streams available to fund the transport network. These include local government funding, the National Land Transport Fund, Crown funding, and the new Provincial Growth Fund.

The financial forecast for the Bay of Plenty region has an anticipated expenditure of \$2.339 billion over seven years on transport infrastructure. The NLTF share of this anticipated expenditure is \$2.017 billion (86%). The balance is made up from local share and other funding sources.

National Land Transport Fund



Other land transport expenditure





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