

Regional Transport Committee

Friday, 14 September 2018 commencing at 9.30 am.

[Agenda Attachment Distributed Under Separate Cover](#)

Item 7.2 of Agenda – New Zealand Transport Agenda Update: Quarterly Report. The report is already included in the agenda, page 25.

Transport Agency Quarterly Report to Bay of Plenty Regional Transport Committee

14 September 2018

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1. NATIONAL LAND TRANSPORT PROGRAMME

- The 2018-21 National Land Transport Programme will invest \$16.9 billion in the transport system.
- Of the \$16.9 billion, the NZ Transport Agency will invest \$12.9 billion in New Zealand's transport system this three-year NLTP period: the contribution from local councils will be \$3.4 billion. The remaining \$547 million is from Crown funding.
- The NLTP gives effect to the government's priorities of improving safety, providing better access to social and economic opportunities, protecting the environment and providing value for money.
- Regional investment will provide better access to employment and education opportunities; support the safe, reliable movement of freight; and strength the resilience of routes to support tourism and keep communities connected.
- Significant investment will be made to improve freight connections to ports, airports and distribution centres, as well as extending network access that supports High Productivity Motor Vehicles (HPMVs) on both the state highway network and local roads.
- A \$4.3 billion investment in safety will be targeted at high-risk roads and intersections that make our roads more forgiving of human error and help lower deaths and serious injuries.
- A record \$3.1 billion will be invested in public transport to build network capacity and improve the frequency of services. This investment is expected to grow patronage by 11 percent during the next three years.

- Public transport patronage has grown 10 percent in the last three years to more than 158 million trips annually, led by a 45 percent increase in rail patronage in Auckland.
- Investment of \$390 million in walking and cycling during the next three years will help many regions extend existing cycling/walking networks, improve safety and accessibility and help revitalise their region' economy with tourism opportunities.
- \$468 million will be invested in rapid transit projects and a further \$376 million in transitional rail. Initial investment from these two new activity classes are in Auckland and Wellington where large-scale, reliable public transport is essential to support forecast growth.

2. NATIONAL PRIORITY PROGRAMMES & ENHANCED FAR

- The GPS presents new and increased funding opportunities for local government.
- The Transport Agency has established the National Priority Programmes (NPP) to help local government identify and bring forward additional transport projects for inclusion in the 2018-21 NLTP by reducing 'local share'.
- A targeted enhanced Funding Assistance Rate was introduced to encourage councils to bring forward new activities to deliver better transport outcomes for their communities.
- The focus of the NPPs will be on working closely with local government to ensure that they have the support needed to deliver the activities.
- The enhanced FAR is available for all projects assessed through the Investment Assessment Framework as having a high or very alignment with the Government's transport priorities.

- The five National Priority Programmes for which the enhanced FAR is available are:
 1. Safety on local roads
 2. Improving the effectiveness of public transport – including trials for service improvements
 3. Walking and cycling improvements
 4. Improving network resilience
 5. Regional improvements
- The enhanced FAR is set halfway between a council's normal FAR and 100 percent, capped at 90 percent to ensure councils continue to have a level of cost ownership.
- Councils must redirect savings from enhanced FARs to bring forward additional transport-related activities.
- The enhanced FAR applies to the 2018-21 NLTP period only. Now that the 2018-21 NLTP has been adopted, the Transport Agency will engage with local authorities to confirm which of their activities are eligible for the enhanced FAR.

3. PROVINCIAL GROWTH FUND

- The Provincial Growth Fund (PGF) is a \$3 billion package of investment in the regions over three years.
- The PGF priorities are to enhance economic development opportunities, create sustainable jobs, enable Māori to reach full potential, boost social inclusion and participation, build resilient communities, and help meet climate change targets.

- A transport project not approved for NLTP funding may be eligible for the PGF, provided it has been included in an RLTP. There is no guarantee any particular project will receive PGF funding.
- Broad eligibility criteria for the PGF were agreed by Cabinet in February 2018. The Transport Agency is working with the Ministry of Transport and the Provincial Development Unit to develop detailed assessment criteria for transport projects.
- The detailed criteria will reflect the broader aims of the PGF, which means they will be different from the criteria for the IAF.
- Applications for PGF funding will be assessed after the 2018-21 NLTP has been adopted.
- The Transport Agency will be responsible for assessing and providing advice to decision makers on the land transport outcomes of any PGF applications.
- MBIE and other government agencies as appropriate will assess and provide advice on the wider social, economic and environmental outcomes of PGF applications.

1. BAY OF PLENTY BUSINESS CASES

Re-evaluation process

- 12 state highway projects have been identified as requiring re-evaluation to align with the new priorities and strategic direction set out in the Government Policy Statement (GPS) on land transport.

- The Transport Agency Investment Proposal (TAIP), released in April 2018, has been guided by the new priorities and strategic direction set out in the GPS.
- Re-evaluation is a review to ensure the investment proposals give effect to the GPS, and achieve value for money, prior to inclusion in the National Land Transport Programme 2018-28 (NLTP).
- As a result of the re-evaluation, the investment proposals being re-evaluated are not included in the NLTP.
- Once this work has been completed, work on these projects may proceed as currently planned, be staged differently or explore lower cost options. This could mean that previous shortlist options, or even the preferred option, may change.
- We will be keeping communities up to date as this work continues to progress.
- The projects in the Bay of Plenty include: SH29 Piarere to Tauriko, SH29 Tauriko Network Plan and SH2 Waihi to Tauranga (sub-divided into Waihi to Omokoroa, Katikati, and Omokoroa to Te Puna).
- In the Waikato, the projects include: SH1 Cambridge to Piarere and SH2 Pokeno to Mangatarata Improvements.
- www.nzta.govt.nz/taip-project-re-evaluation

Connect Rotorua – Eastern and Central Business Cases

Eastern: SH30 Te Ngae Road

- Two stage investment programme:
 - Stage One: SH30 between Sala Street and Iles Road. Construction planned late-2018.

- Stage Two: A business case to identify further improvements along the SH30 Te Ngae Road corridor between Iles Road and Rotorua Airport is underway and expected to be complete by the end of 2018.

Central: SH30A Amohau Street

- Detailed designs for along SH30A Amohou Street are progressing. The upgrade includes walking and cycling improvements to reduce the severance effect of the existing state highway through the city centre and so enable the further growth and revitalisation of an integrated City Centre for Rotorua. Consequently, SH30A will become a local road managed by Rotorua Lakes Council.

Ngongotaha to Tarukenga (SH5)

- The recommended option has been identified in consultation with stakeholders and includes shortening of the existing passing lane, median barrier along the passing lane, side barriers in high risk locations, and some intersection improvements.
- Currently the business case is being progressed to secure funding. Potential build start of late 2019.
- NB the Safe Roads project scope does not include the Ngongotaha roundabout

Te Ngae Road to Owhata safety improvements (SH30/SH33)

- The project team is working to identify a recommended option.

- There is the possibility of a speed review along this section.

Wainui Road to Opotiki (SH2)

- The recommended option has been identified in consultation with key stakeholders
- Public drop in sessions are planned October to show the preferred option.

Te Tumu (HiF) Business Case

- The Transport Agency has started work on a business case to upgrade the TEL toll system to incorporate the planned Papamoa East Interchange in order to maintain equity for all users of the Tauranga Eastern Link Toll Road.
- Further work is needed to complete an integrated, multi-modal transport investment for Te Tumu, particularly bus service investment to use the proposed boulevard busway.

2. BAY OF PLENTY HIGHWAY PROJECTS

Baypark to Bayfair Link (SH2 and SH29A)

- Work on the Baypark to Bayfair Link project is progressing, with the focus on earthworks along Matapihi Road, and on the new northbound on and off ramps at the Maunganui-Girven intersection, relocation of services and installing new ducting, gas line and power cables.
- The second major traffic switch at the Maunganui-Girven intersection is planned for mid-September 2018.
- In response to the change in GPS, options to provide higher levels of service for active modes and public transport as part of this project are continuing to be developed. We expect to complete this retrofit optioneering later in 2018, and identify opportunities to include within the current construction programme.

SH2 Speed Review

- The Transport Agency will begin engagement on the speed review for SH2 between Katikati and Bethlehem in September 2018.
- Reviewing the current speed limits is one way the Transport Agency can make the road safer in the short to medium term.
- The current speed limit is 100km/h along most sections, 90km/h between Omokoroa and Bethlehem and 80km/h in Te Puna.
- Previous engagement in 2017 showed there was some support for lowering sections of the state highway.

Maungatapu underpass/Hairini link (SH29A)

- The cycleway through the underpass opened at the end of July. Since then, a safety issue was identified with drivers going too fast and crossing the cycle lane approaching the underpass to access Welcome Bay Lane. In an effort to keep the access open, more lane markers were installed early-August to slow people down to 40km/h. The intersection is being monitored daily, and if the new measures don't slow drivers down Welcome Bay Lane will be closed until a permanent solution can be put in place.
- We have received reports that the Hairini Street bus lane works well in supporting bus prioritisation. Access remains closed to other vehicles.
- The Transport Agency and Tauranga City Council are looking at additional network changes (adjacent to the project extents) that could alleviate pinch points around the Maungatapu and Hairini roundabouts during peak times. Completion of this work is expected late-2018.

Minor improvements programme

- There are a number of small projects being carried out under the minor improvements programme.
- The programme includes the SH2 Te Puna Station Road trial and ramp metering at Elizabeth Street (SH2) and Barkes Corner (SH29A). Other projects will be confirmed later in 2018.

Waihi to Omokoroa Safety Improvements (SH2)

- The Waihi to Omokoroa Safety Improvements will be completed in 10 sections over the next five years.

- Delivery of the first section between Waihi and Trig Road is expected to begin construction in September 2018. This includes upgrading five intersections (with SH2; Heath, Crean, Baxter, Ford and Trig roads); road and shoulder widening, wide centreline, and installing roadside safety barriers and a right turn bay for Waimata School.
- Consultation on the next sections will begin later this year.
- This is one of the SH activities being re-evaluated, in this case to identify if more safety improvements would be appropriate

Weather Activated Variable Speed Limit signs (SH29)

- The Transport Agency is carrying out independent research to examine how the public perceive the operation of the Weather Activated Variable Speed Limit signs, how well they understand the messaging, and what improvements they think could be made.
- The weather-activated signs with adjustable speed limits, went live in November 2015, remind drivers to slow down during adverse weather. The research will also look at whether the signs could be attributed to a reduction in crashes resulting in deaths or serious injuries on both sides of the Kaimai Range.
- The final report is expected late-2018, at which stage the Transport Agency will implement any changes and continue monitoring the effectiveness of the signs.

Te Ngae Junction to Paengaroa safety improvements (SH33)

- Construction is underway on the first of three stages. Stage one near Paengaroa is almost finished.

- Stage two is expected to start late 2018/early 2019, and stage three late 2019. Project completion estimated mid-2021.