

Bay of Plenty Te Moana-a-Toi



The state highway network plays a crucial role in the Bay of Plenty, connecting people and freight to the golden triangle cities of Tauranga, Auckland and Hamilton, and beyond.

The role of transport varies across the Bay of Plenty with 3 distinct sub-regions which have different needs. Our focus in the Bay of Plenty is to create a safer, more resilient transport system which enables growth, improves safety and provides access to employment, education and essential services. Strong partnerships with local government, tangata whenua and key stakeholders is needed to plan and deliver integrated transport outcomes.

As one of New Zealand's fastest growing regions, there are both opportunities and challenges for the Bay of Plenty's transport network. Coupled with this, Tauranga is one of the fastest growing cities in the country, and the roading infrastructure has not kept pace with growth.

Alongside tourism, the export industries of agriculture, horticulture and forestry are major economic contributors to the region - and the country - which need a resilient transport network to build productivity.

Connections between Bay of Plenty and Waikato are of national economic significance; the Port of Tauranga being the country's largest export port and critical to the national economy.

Resilience is a priority, with parts of the region's network vulnerable to tsunamis, sea level rise, flooding, coastal erosion and landslides.

Bay of Plenty also has a poor road safety record, with a high number of deaths and serious injuries. Poor driving behaviour, including speeding through roadworks, also present safety risks.

Economic growth and productivity

The 2024-27 NLTP will support building more reliable travel times for freight to Port of Tauranga, alongside development and population growth in the rapid-growing Western Bay of Plenty.

Roads of National Significance (RoNS)

The GPS proposes 3 RoNS as strategic corridors to support economic growth and productivity in the region. The following RoNS will be progressed in this NLTP as outlined below:

- **SH29 Tauriko West Connections** - we'll look at transport upgrades to Tauranga's western corridor on SH29, SH29A and SH36, and protect the route.

\$1.9 billion

Forecast total investment

\$235 million

Forecast maintenance operations

\$412 million

Forecast pothole prevention

\$1.1 billion

Forecast improvements

\$119 million

Forecast public transport

- **Takitimu North Link stage 1** will connect Tauranga and Te Puna with a new 6.8km 4-lane expressway and shared path, with construction already underway.
- **Takitimu North Link stage 2 (Te Puna to Ōmokoroa)** we'll start a new 7km 4-lane state highway between Te Puna (near Loop Road) and Ōmokoroa, tying into the existing SH2 south of the Waipapa Stream Bridge. This is an extension of stage 1 of the project.

When completed, the new RoNS in the region will:

- reduce congestion
- improve safety
- support housing development
- boost economic growth
- provide a more resilient roading network within the region.

The work to build these highways will be completed over several NLTPs. In the 2024-27 NLTP, we'll protect the routes and complete the design and consenting work.

Increased maintenance and resilience

Maintenance

Increased funding to maintain and operate the state highway and local road networks will enable significant road and drainage renewal work. Maintenance of existing assets ensures roads are safe and accessible for everyone to drive on.

State highways

- \$111 million will be invested this NLTP period maintaining state highway assets.
- \$208 million is ringfenced for state highway pothole prevention.

This \$319 million investment includes 349 lane kilometres of works:

- 217kms of chipseal.
- 64kms of rehabilitation.
- 23kms of structural asphalt.
- 45kms of asphalt resurfacing.

Local roads

With road controlling authorities in Bay of Plenty, we'll invest a total of \$321.8 million over this NLTP period

- \$124.3 million will be invested in operations.
- \$204.4 million is ringfenced for local road pothole prevention.

Resilience

Resilience improvements on the region's roading network will focus on a range of improvements to address areas at risk of slips, flooding, coastal erosion and coastal inundation.

- **SH2 Awakeri to Ōpōtiki** this route has limited local road detours and, therefore, is more affected economically by weather events or crashes on the highway. We'll begin work to investigate options to improve resilience along this route.
- **SH2 Waioeka Gorge resilience and safety improvements** we'll develop options and seek funding for improvements to enhance the connection between the East Coast and the Eastern Bay of Plenty. This is a prioritised cyclone rebuild activity.

Bridges and culverts

During the 2024-27 NLTP, we'll replace:

- the **SH29 Omanawa Bridge** as part of the Tauriko West project
- end-of-life culvert at **SH36 Hauraki Stream**.

Rail

Rail network investment in this NLTP will be targeted to parts of the rail network where the most significant economic benefits and opportunities for boosting the productivity of freight movement exist such as the triangle of Auckland, Hamilton and Tauranga.

The Rail Network Investment Programme (RNIP) sets out planned network maintenance, management, renewal and improvement work on the national rail network over a 3-year period. The next RNIP will be approved later in 2024 following further analysis.

Public transport

Implementation of the **National Ticketing Solution** allowing public transport users to tag on and off with their contactless debit or credit card will be completed in this NLTP period.

Safety

The high rate of deaths and serious injuries in Bay of Plenty will be addressed with targeted infrastructure improvements, maintaining the state highway network and increased police enforcement.

Commercial Vehicle Regional Safety Centre (CVSC)

We'll complete land purchase, consents and start to build a CVSC at Tauranga Port. This will use the latest technology to check commercial vehicles for compliance with safety regulations. By targeting those who flout vehicle weight restrictions, we'll be protecting the roading network, helping to minimise the risk to key freight routes where damage could disrupt freight supply chains. This helps with maintenance and resilience of the network.

Other key safety improvements will be:

- **SH33 Te Ngae Junction to Paengaroa safety improvements**
we have recently completed the safety improvements along this stretch of SH33. Funding in this NLTP will be for any final safety audits to signal the completion of the project.

Value for money

Value for money isn't always about seeking the lowest initial cost for a project - it must also take into consideration the whole-of-life costs and benefits of a project.

We're taking steps to make sure that all our work this NLTP provides good value for taxpayers. In the Bay of Plenty, this will include reducing expenditure on temporary traffic management, increased investment in road maintenance and a focus on whole-of-life costs.

We'll improve the productivity of maintenance and improvement works, by considering the way works are:

- scoped
- planned
- procured
- undertaken.

Key projects 2024-27

Key

-  Economic growth and productivity
-  Maintenance and resilience
-  Safety
-  Commercial Vehicle Safety Centre
-  Roads of National Significance
-  Port
-  Key routes



24-EX-NLTP-02

