



THE WESTERN
BAY OF PLENTY
**TRANSPORT
SYSTEM PLAN**
March 2021

FOREWORD

Great cities and communities are built on the safe, sustainable and efficient movement of people and goods. The Western Bay of Plenty Transport System Plan identifies the right transport investments to support urban and rural development and provide people with better travel choices. This is a significant milestone and one which is set to change the way people move around the Western Bay of Plenty over the next 30 years.

On the back of the Urban Form and Transport Initiative recommendations, which were endorsed by Cabinet and the Waka Kotahi NZ Transport Agency Board in August 2020, we are planning a transport system that supports future 'up and out' development and connects existing and new urban centres in a way that makes it easy to move around to work, learn and play.

There are no quick fixes. The next few years will focus on delivery of already committed transport projects which include major public transport and mode shift initiatives. In this time we will also start business cases and design for the next generation of substantial investments and larger projects.

The cost of delivering this plan is huge. Partner agencies will face difficult decisions about funding in the years ahead, compounded by community frustration as road congestion gets worse, not better, in the medium term. This plan is designed to guide decision makers through those challenging funding conversations. It is backed up by robust research and evidence to give them confidence that every dollar invested brings us closer to a transport system that functions for the benefit of the whole community.

Working together, we have confidence that our coordinated investment approach can deliver on the shared vision for transport and help make the Western Bay of Plenty a great place to live, learn, work and play for many years to come.

Dean Kimpton

Independent Chair
Western Bay of Plenty Transport System Plan

TRANSPORT DESIGN WITH EVERYONE IN MIND

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PLANNING OUR FUTURE, TOGETHER



We're working together on a united approach to tackle housing, transport, infrastructure, economic and environmental issues so the best possible decisions can be made with everyone in mind.

The Western Bay of Plenty is one of New Zealand's fastest growing areas. Planning what our sub-region will look like in future will help manage this growth successfully and preserve the lifestyle and natural environment we all love.

This document focuses on our region's future transport needs. Tauranga City Council, Western Bay of Plenty District Council, Waka Kotahi NZ Transport Agency, Bay of Plenty Regional Council, tangata whenua, Port of Tauranga, Priority One and KiwiRail have all helped to develop the Western Bay of Plenty Transport System Plan (TSP).

The Urban Form and Transport Initiative (UFTI) sets out how people will live, work, play, learn and move in our region over the next 30 to 70 years. TSP will help realise UFTI's vision and benefits.

UFTI's Connected Centres programme is an agreed way forward and is based on a projected population of 400,000 residents in the Western Bay, requiring 95,000 new homes and resulting in two million extra transport movements every day by 2090.

Want to know more about UFTI?

Visit ufti.org.nz/reports/ for further information.

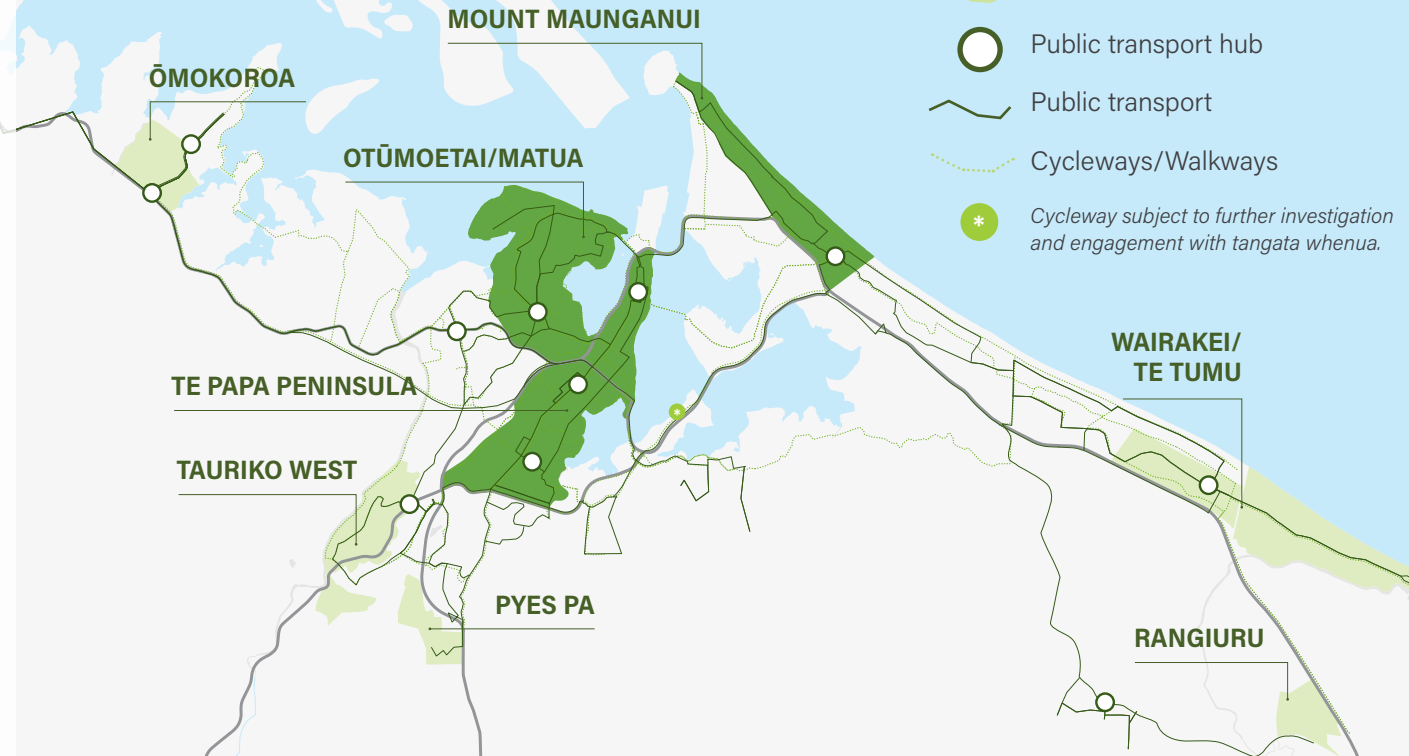


OUR GROWING SUB-REGION

UFTI's Connected Centres vision is all about growing up and out. More houses and apartment blocks will be built in existing suburbs along the Te Papa Peninsula (from Greerton to the CBD), Otūmoetai/Matua and Mount Maunganui. New neighbourhoods will be created or expanded in the east (Wairakei, Te Tumu, Rangioru), west (Pyes Pa, Tauriko West) and north (Ōmokoroa).

Achieving a balance between greenfield development and intensification is the best way to house our growing population.

Public transport and walkways and cycleways will connect existing and new urban centres so people can easily move around to work, learn and play. Housing densities will be highest in the areas described above and transport 'hubs' will help people change bus services safely and efficiently to reach their destination, and provide places to park bikes and e-scooters.



WHAT DOES THE TSP DELIVER?

The TSP takes UFTI's Connected Centres vision and focuses on the first 30 years of transport planning required to make it happen.

It prioritises and decides what projects need to begin in 0-3 years, 3-10 years, and 10-30 years.

The TSP looks at the Western Bay's entire transport system including roads, rail, public transport, walking, cycling, parking and travel demand management, and the impact they all have on one another. It's vital our transport planning keeps everyone in mind.

Crash statistics, population and employment projections, transport modelling, vehicle emissions and mode conflicts have all been analysed to identify key pinch points in the network. Both infrastructure and non-infrastructure options (i.e. policies and travel demand management) have been tested to decide which projects will have the greatest benefit to the community and businesses.

The TSP isn't a wish-list – it's based on hard facts and in-depth research. Projects will be prioritised and will be monitored to ensure we remain on track to deliver UFTI's Connected Centres vision. The TSP will ensure people have genuine transport choices in the future and will help us to manage the growth issues we face.

Having identified what projects need to happen and when, the TSP will now be used to inform our local and regional councils' Long Term Plans and the Regional Land Transport Plan to ensure funding is secured and work gets underway when it should.



**THE TSP
HELPS US:**

Understand how we will travel around the Western Bay in the future and what UFTI's strategic journey corridors will look like

Identify where the best place is for each mode of travel (i.e. private vehicles, high occupancy vehicles, public transport, freight, cycling, walking)

Invest, design and build the right projects at the right time

Understand what the impact on the whole transport system is if we make changes

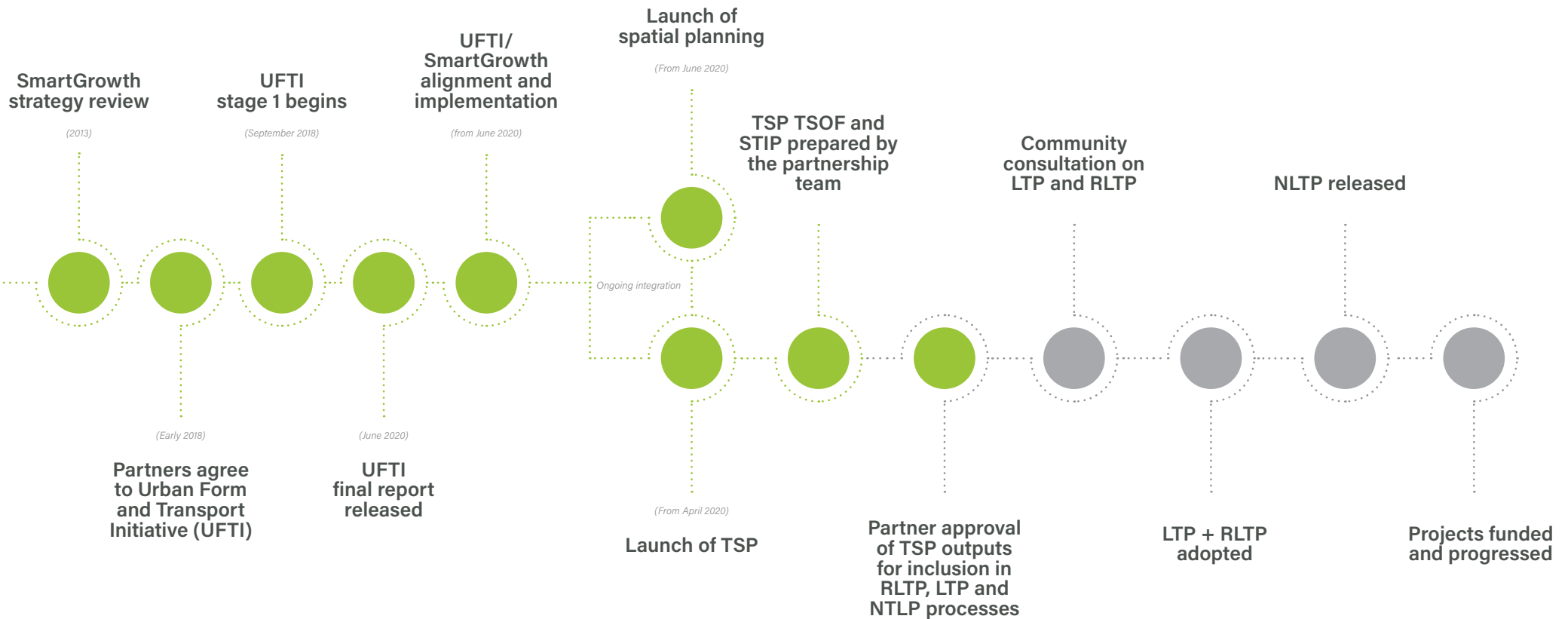
Take a consistent approach to planning and review, ensuring decisions are transparent and can be made with certainty

Make policy changes that align land use and transport outcomes

THE JOURNEY SO FAR

Here's a look at the steps we've taken.

- Completed
- To be completed



TSOF – Transport System Operating Framework STIP – Share Tactical Implementation Plan RLTP – Regional Land Transport Plan NLTP – National Land Transport Plan LTP – Long Term Plan



WHY IS THE TSP SO IMPORTANT?

We don't have the money or space to always build more roads to cater for future growth. Instead, we must ensure people and goods move more efficiently and effectively along the transport routes we do have. This requires a shift away from cars and towards public transport, cycling and walking.

UFTI's Connected Centres programme is the best plan to achieve this (and other urban planning goals), and the TSP spells out what transport planning is required to bring it to life over the next 30 years.

The TSP also ensures transport projects are not done in isolation and money will be used wisely. It brings local councils, Waka Kotahi, KiwiRail, Port of Tauranga, Priority One and tangata whenua together to achieve the future we all desire for the Western Bay of Plenty.



WHAT TRANSPORT ISSUES DO WE FACE?

Here's a quick summary of where things stand and what problems we need to solve.

GROWTH

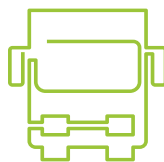
Our population growth and increasing economic activity (especially the amount of freight going to and from Port of Tauranga), means delays on key routes are getting worse. Daily traffic is increasing by about 8% each year which affects locals' quality of life and productivity.

Our economic growth is also higher than New Zealand's average and key industries such as kiwifruit, agriculture, forestry and fisheries rely on efficient road and rail links so they can get their goods from A to B.

WALKING AND CYCLING

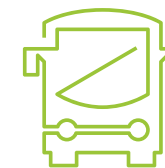
Walkways and cycleways are available across the Western Bay, particularly along our harbour, estuaries and reserves, but the network is still being developed and there are many gaps.

Cars, buses and trucks also share the road on some key cycle routes. These mode conflicts create unsafe environments and many people feel that it is unsafe to walk or cycle, so they choose not to use those modes of travel.



BUS FARES VS PARKING COST

Bus fares and parking costs have an important role to play in encouraging people to switch from private vehicles to public transport, and reducing the overall demand on our transport system. Co-ordination is required when setting these costs as one will have a direct impact on the other.



TRANSPORT HABITS

Traffic congestion is made worse by the fact so many of us love to drive everywhere by car. The Western Bay is far more reliant on private vehicles compared to other places in New Zealand. This is not sustainable, healthy or affordable.

Our homes, schools and workplaces are spread out far and wide across the sub-region and our topography means there are limited routes across our harbour. This is a challenge for public transport because people's A to B can cover quite some distance, making it hard to run an efficient and effective bus network.



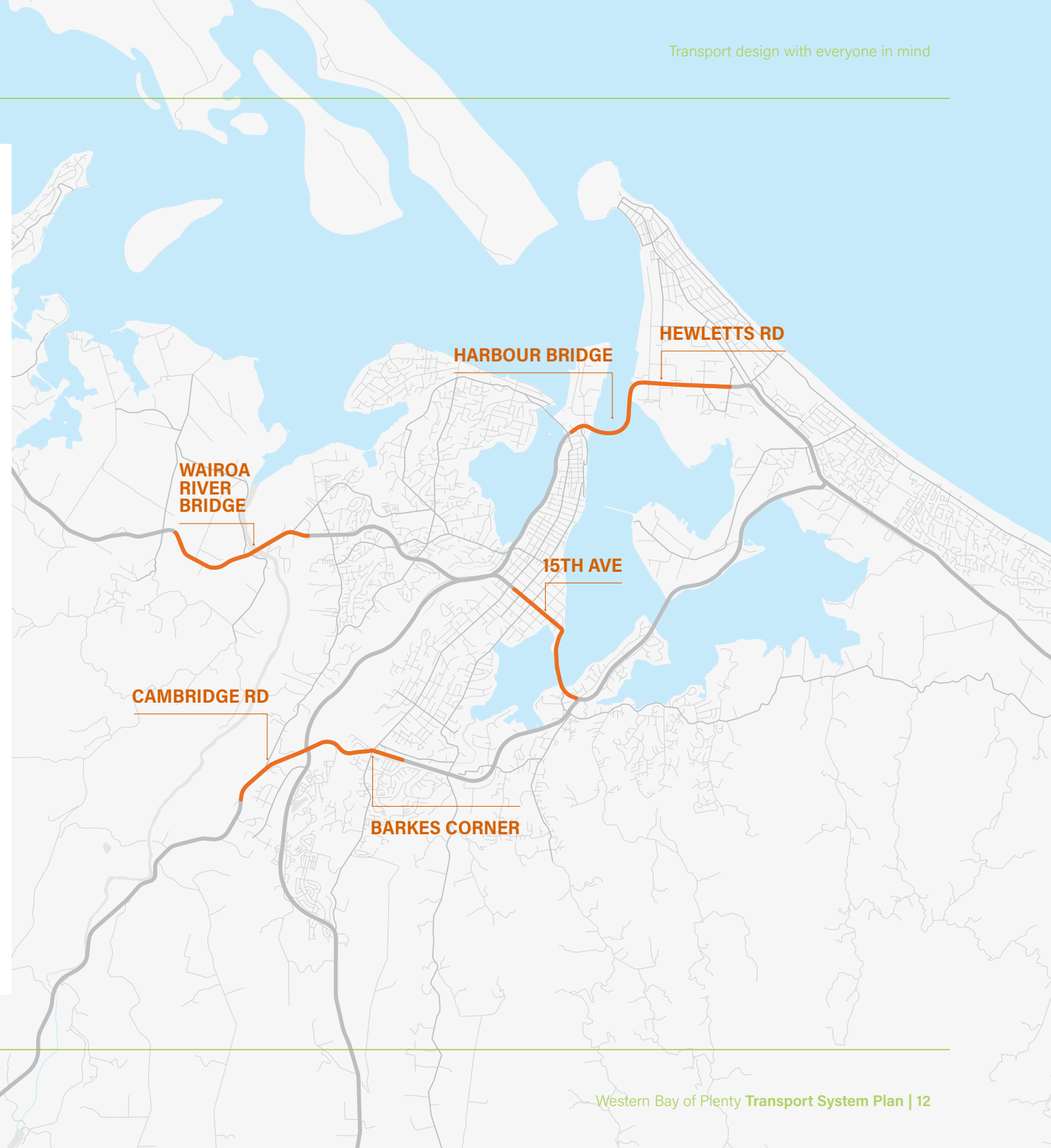
TOPOGRAPHY

Our city is spread over multiple peninsulas with only two ways to cross from east to west – via the existing Harbour Bridge and the Hairini interchange (SH29A).

Traffic is also funnelled across the Wairoa River, and the Kaimai Range restricts access to and from the west. Several pinch points now exist where people driving across town or through the region get stuck in local traffic:

- **SH2 Wairoa River Bridge (between Te Puna and Bethlehem)**
- **Harbour Bridge and Hewletts Rd**
- **SH29/SH29A Cambridge Rd and Barkes Corner**
- **15th Ave between Fraser St and Turret Rd, extending into Welcome Bay**

Some of these pinch points are also susceptible to natural hazards and rising sea levels. Future TSP projects will be developed to ensure they are resilient.



OUR KEY PROBLEMS

Safety: Increasing conflicts for all modes (private vehicles, public transport, cycling, walking, freight) is causing harm in our communities, and the lack of appropriate facilities means some people feel unsafe walking or cycling. More cars on the road will only increase the number of crashes.



TAURANGA AND WBOP

85 DEATHS



396 SERIOUS INJURIES

Deaths and serious injuries in the sub-region in the last 10 years (as of April 2020)

Access: Our dependence on cars and a clogged network is making it harder for people and freight to reach key destinations on time. This is predicted to get worse with growth. More jobs need to be accessible by public transport, cycling or walking.

The current situation

JOBS WITHIN 30 MINUTES BY CAR

85% 

JOBS WITHIN 30 MINUTES BY BIKE

19% 

JOBS WITHIN 30 MINUTES BY BUS

21% 

Growth/Efficiency: Increasing traffic and our reliance on cars are causing delays and prevent the efficient movement of people and goods. With increasing demand, it will become less efficient and more costly to move around the Western Bay in future.

TAURANGA CITY POPULATION GROWTH 2013-2018

18.6%

TAURANGA AND WBOP'S POPULATION 2019

200,000

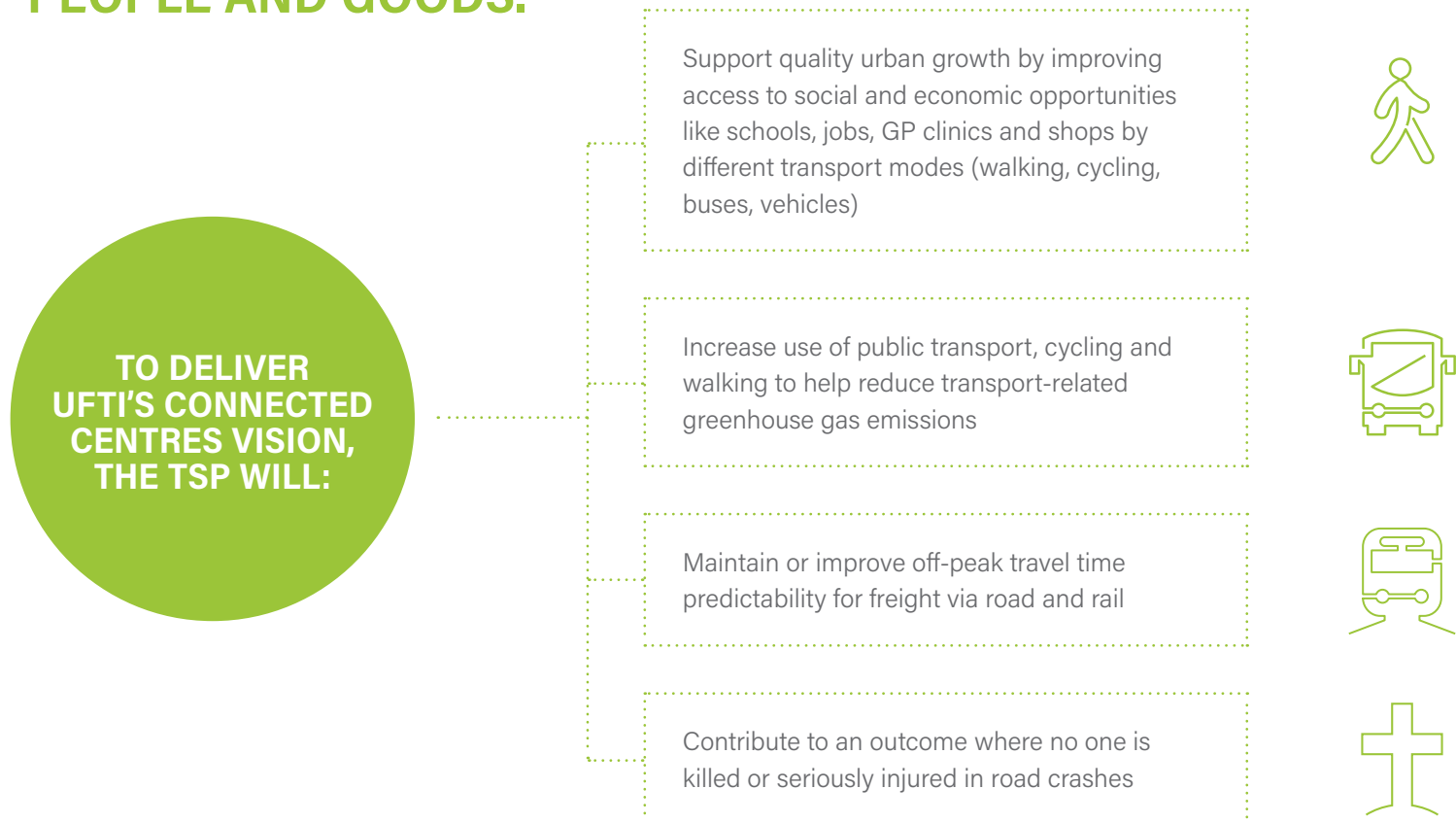
2050 PROJECTED TAURANGA AND WBOP'S POPULATION

258,000

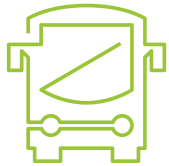


WHAT WILL THE TSP ACHIEVE?

STRONG COMMUNITIES ARE BUILT ON THE SUSTAINABLE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS.



THE TSP'S KEY GOALS



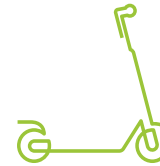
Dedicated lanes and priority at key intersections will allow buses to move past queued traffic and ensure bus services are frequent, reliable and get people where they need to go. Most people should be able to reach their destination using public transport within 30-45 minutes. Getting more people onto buses will also free up room for more freight and create space for people who still need or choose to use cars in future.



Existing freight corridors on SH29, Takitimu Drive, Hewletts Road, SH29A, Takitimu North Link and the Tauranga Eastern Link will continue to connect the Port with the Eastern Bay, Rotorua and upper North Island. Some extra capacity via managed freight lanes will be needed and most bulk loads will be encouraged to move around by rail. That, combined with fewer cars on the road and more public transport use, will ensure freight journeys are reliable.



A network of safe cycling, walking and personal mobility routes will allow people to reach their local shops, schools, parks and neighbouring communities within 15-30 minutes.



Once public transport, walking and cycling becomes the norm, less carparking will be needed and parking costs should encourage people to use those other options. Parking management policy will encourage people to come and go frequently in commercial areas, and there will be plenty of places to park and charge e-scooters, e-bikes and electric cars. EV and hydrogen vehicles will be well-catered for to reduce carbon emissions from transport activities.



Giving people a range of transport choices, and the ability to live close to where they work, will also help reduce transport carbon emissions over time and improve our environment. Access via public transport, walking and cycling will be easy, safe, and convenient which will ultimately reduce our reliance on cars and the current traffic congestion we face.

A total of 72 individual transport projects have been prioritised to deliver the TSP's objectives.

The projects are listed in priority order but that won't necessarily be the order in which they're delivered. Funding, the consenting process, community engagement and the complexity of individual business cases will all influence the exact timing.

These projects have also been grouped into 11 different 'packages' which have either a geographic focus or common goal. The location of each project is shown on the following package maps. Details about each project, along with its TSP priority ranking, can be found in the project list that follows.

A Transport System Operating Framework (TSOF) was used to carefully analyse these projects and determine their priority rankings. The TSOF helped to identify operating gaps (safety, accessibility and journey time reliability issues), develop options for fixing those gaps, establish priorities based on different criteria, and then package the options together as illustrated on the following pages.

OUR PRIORITIES

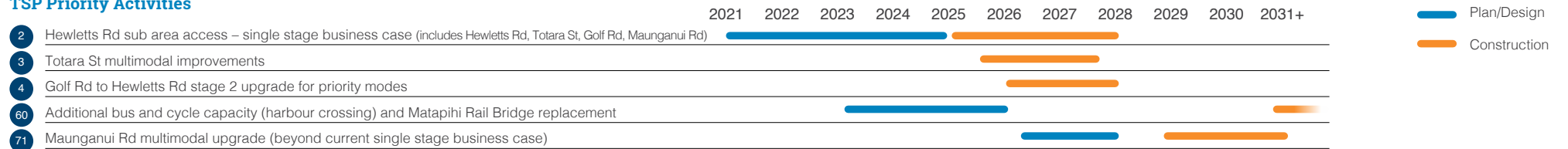
Hewletts Road Sub-Area Package

Travel through Hewletts Rd (as well as Totara St, Hull Rd and Maunganui Rd), must be more consistent and predictable to support economic growth. This critical pinch point has economic impacts on our wider sub-region. These projects will focus on safety and improving access to the port and Mount Maunganui. Longer term projects aim to create better links for more people to safely bus, bike and walk. This will help make the whole area function properly to meet everyone's needs.



- Works Area
- Proposed Package
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Secondary Cycling Routes
- Cycleway subject to further investigation and engagement with tangata whenua

TSP Priority Activities



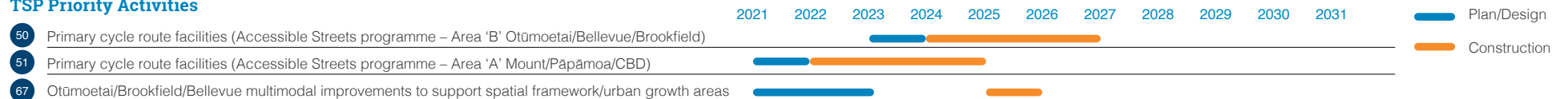
Accessible Streets Package

Traffic volumes are increasing as our city grows. To make it easier for more people to leave their cars at home, we need to improve walking, cycling and public transport facilities. The focus will initially be on Otūmoetai/Bellevue/Brookfield and the Mount-Arataki areas where clear opportunities have been identified to encourage more people to walk and cycle to school and work. Similar projects in other suburbs will follow in the future.



- Works Area
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Secondary Cycling Routes
- Cycleway subject to further investigation and engagement with tangata whenua

TSP Priority Activities



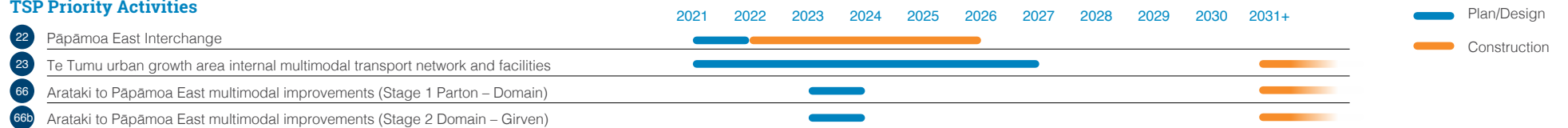
Eastern Corridor and Coastal Strip Package

Growth areas along our eastern coastline rely on both the state highway and local roading networks. It needs to be safer and easier for people to move within, and along, these coastal suburbs to access schools, jobs, shopping and recreation facilities within their own neighbourhoods, no matter how they're travelling. It's a priority to get this right in Wairakei and Te Tumu growth areas so that there's less need for people to drive into the city each day, contributing to traffic congestion.



- Works Area
- Pedestrian Activity Centres
- BayLink improvement project – in construction
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Primary Traffic Routes
- Primary Freight Routes

TSP Priority Activities



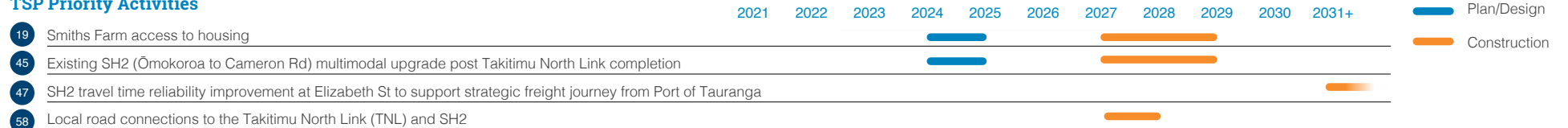
Northern Corridor Growth Package

This package of work aims to improve access to the northern growth area in Ōmokoroa and Te Puna. Projects will support access to the Takitimu North Link expressway and improve safety and multimodal transport facilities along the existing State Highway 2.



- Proposed Package
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Takitimu Northern Link Stage 1 and 2
- Cycleway subject to further investigation and engagement with tangata whenua








TSP Priority Activities



Turret Road / 15th Avenue Multi-modal Improvements

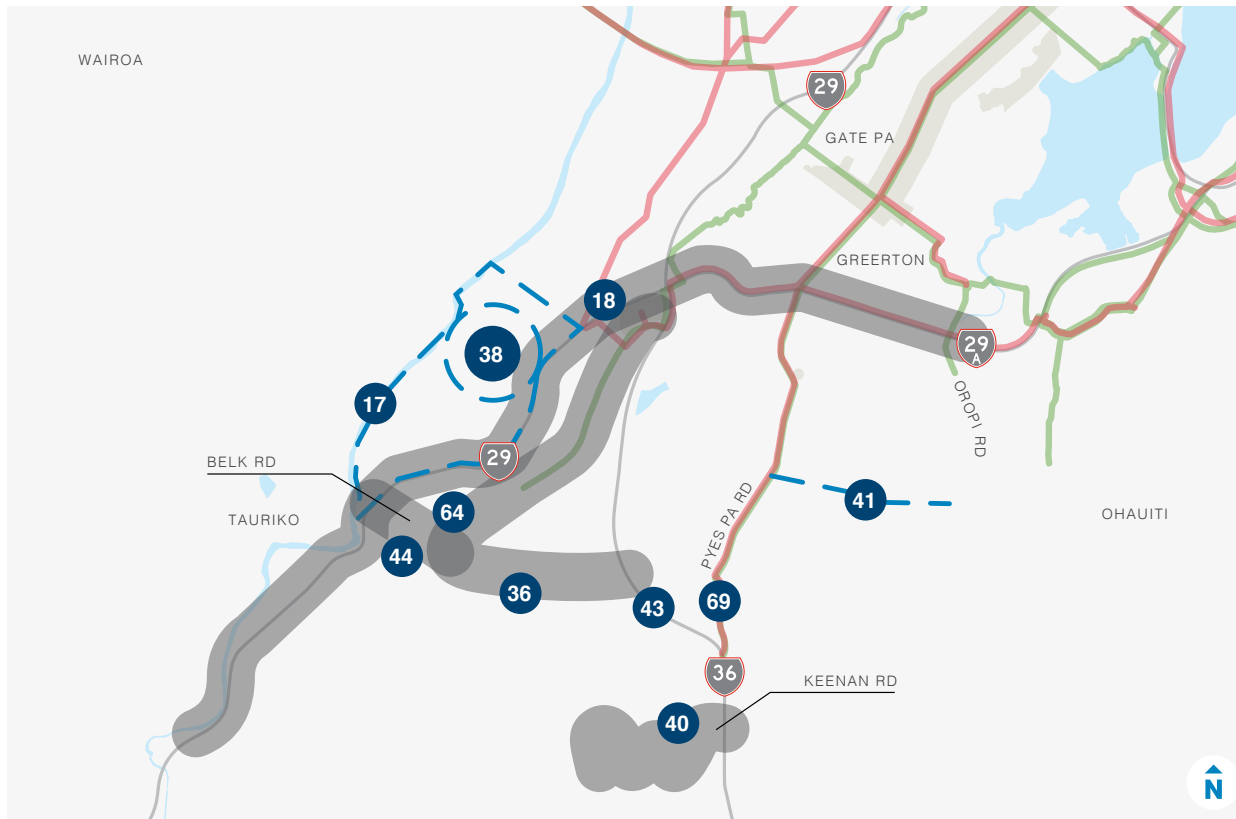
The area along 15th Ave and Turret Rd between Welcome Bay and Takitimu Dr needs to be considered as a whole. Improvements are required to support multimodal access and improve safety. Projects in this area will make it easier for people to get to schools, businesses and shopping areas within the Te Papa Peninsula, as well as enhancing local amenity.



-  Proposed Package
-  Pedestrian Activity Centres
-  State Highways
-  Railway
-  Primary Bus Routes
-  Primary Cycling Routes
-  Cycleway subject to further investigation and engagement with tangata whenua

TSP Priority Activities



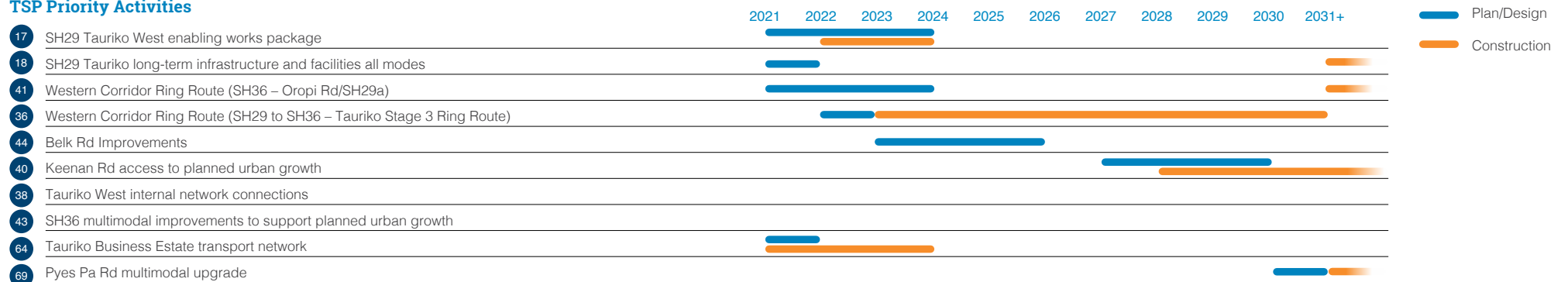


Western Corridor Growth Package

Tauriko / State Highway 29 needs improving to support efficient freight movements between Waikato, Tauriko and Port of Tauranga. At the same time, people need access to new housing developments. This access needs to be safe and suitable for all travel modes.

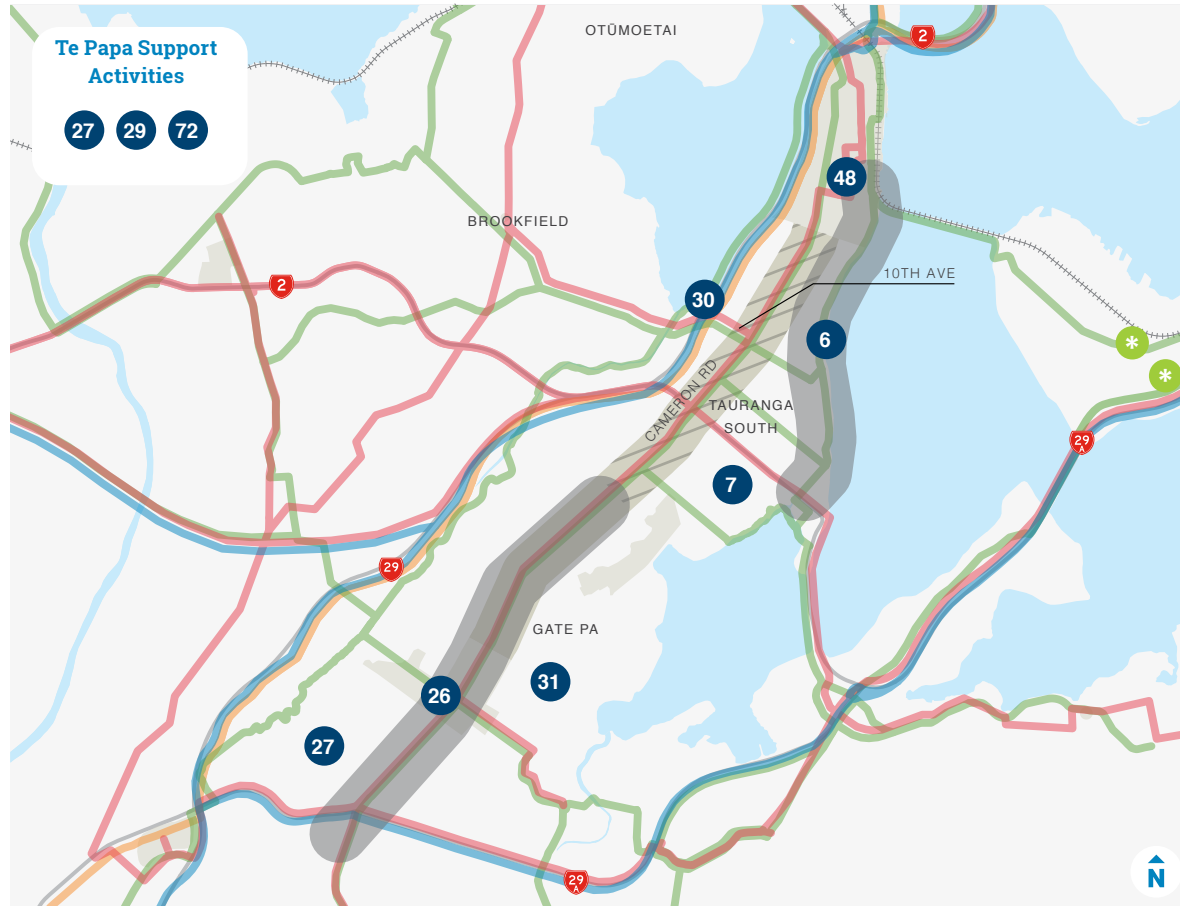
- Works Area
- Proposed Package
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes

TSP Priority Activities



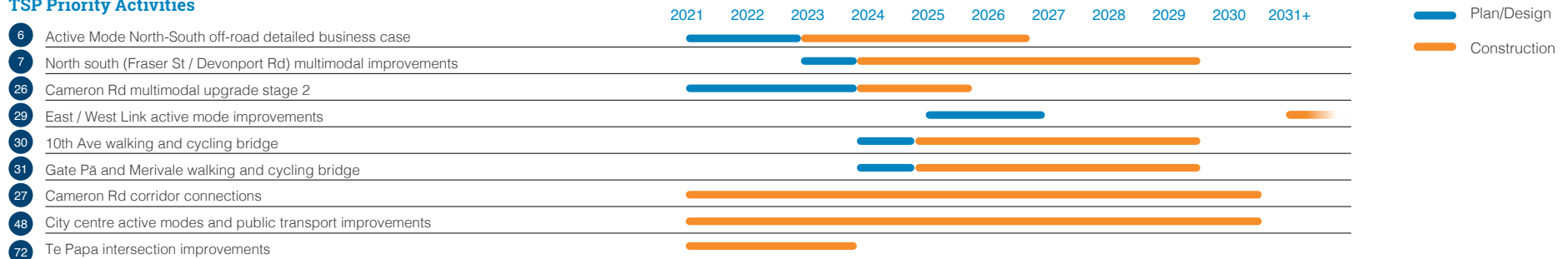
Te Papa Spatial Framework Package

Thousands more people will live in the Te Papa Peninsula in the future. We need to make sure they can move around safely and easily. This is all about providing local access to schools, businesses, parks and shopping areas within the peninsula, and more choice about how to move around.













- Works Area
- Proposed Package
- Pedestrian Activity Centres
- Cameron Road multi-modal Stage 1 – in construction
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Primary Traffic Routes
- Primary Freight Routes
- Cycleway subject to further investigation and engagement with tangata whenua

TSP Priority Activities



Public Transport and Mode Shift Package

A crucial part of Tauranga’s transport future relies on improving our public transport service. Bus routes, bus stops and frequency of services all need to be improved. Park and ride facilities will be part of this, as well as new technology to make it as easy as possible for more people to use the bus service and leave their cars at home.

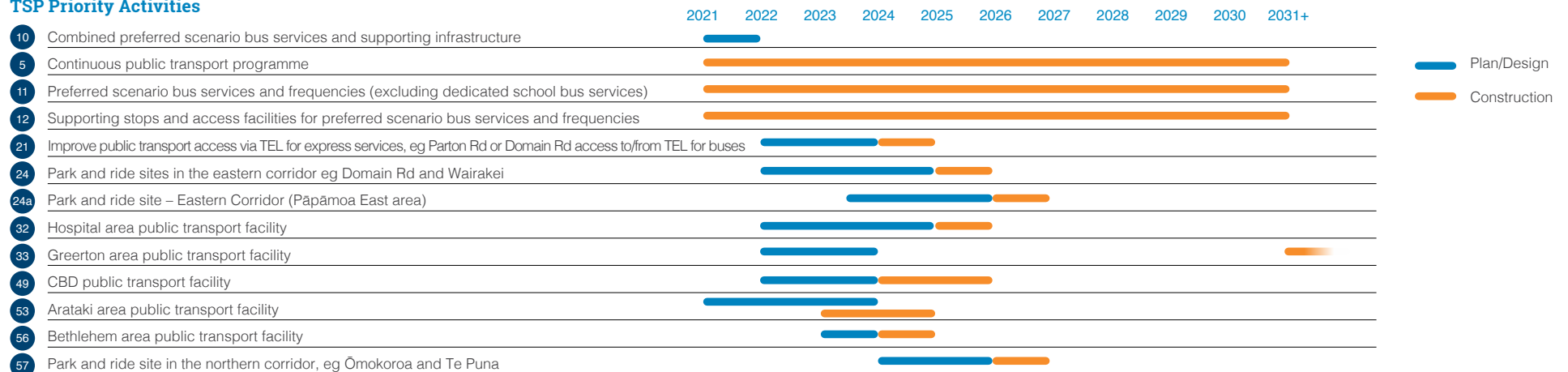
-  Works Area
-  Proposed Package
-  Pedestrian Activity Centres
-  State Highways
-  Railway
-  Primary Bus Routes
-  Primary Cycling Routes
-  Primary Traffic Routes
-  Primary Freight Routes
-  Cycleway subject to further investigation and engagement with tangata whenua

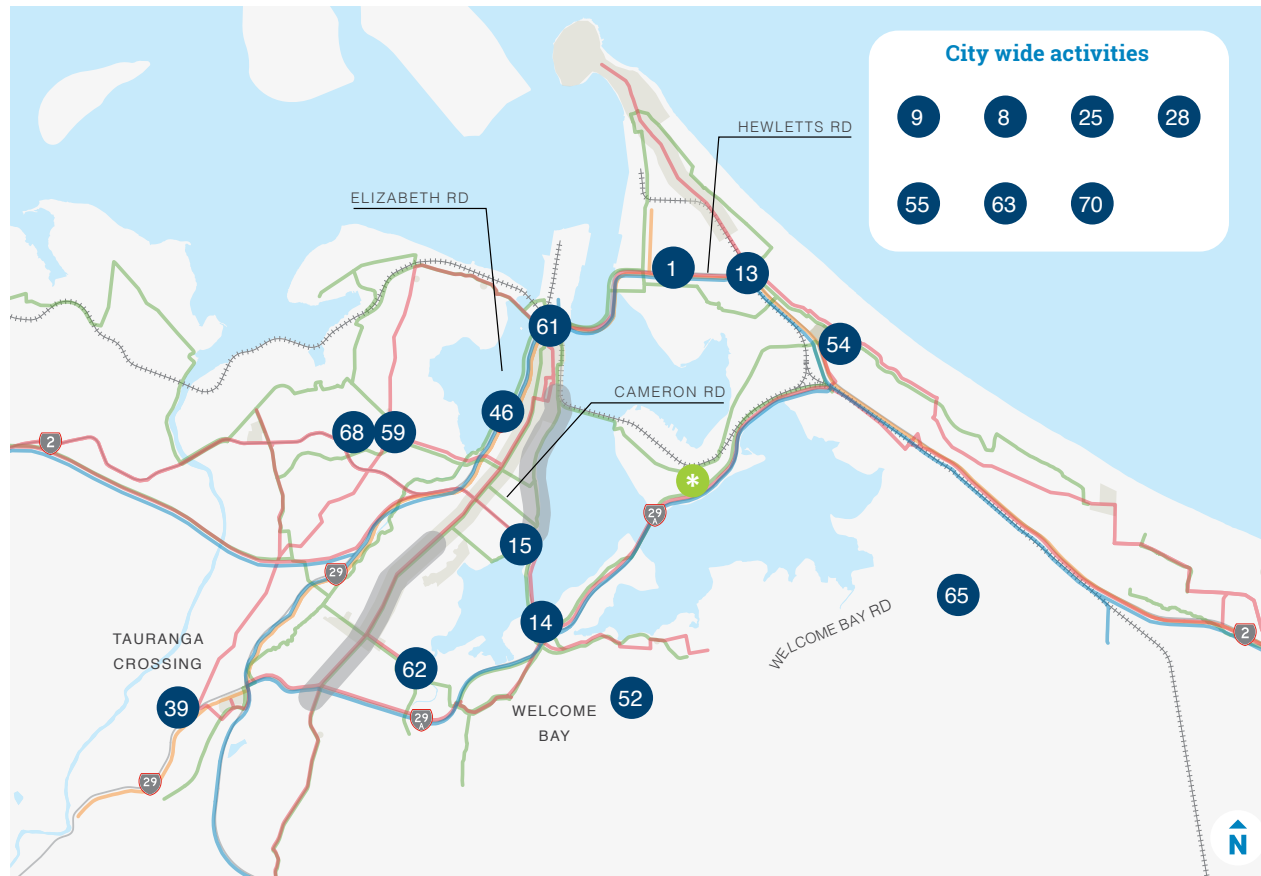


Sub-region wide activities

10 5 11 12

TSP Priority Activities





City wide activities

9 8 25 28

55 63 70

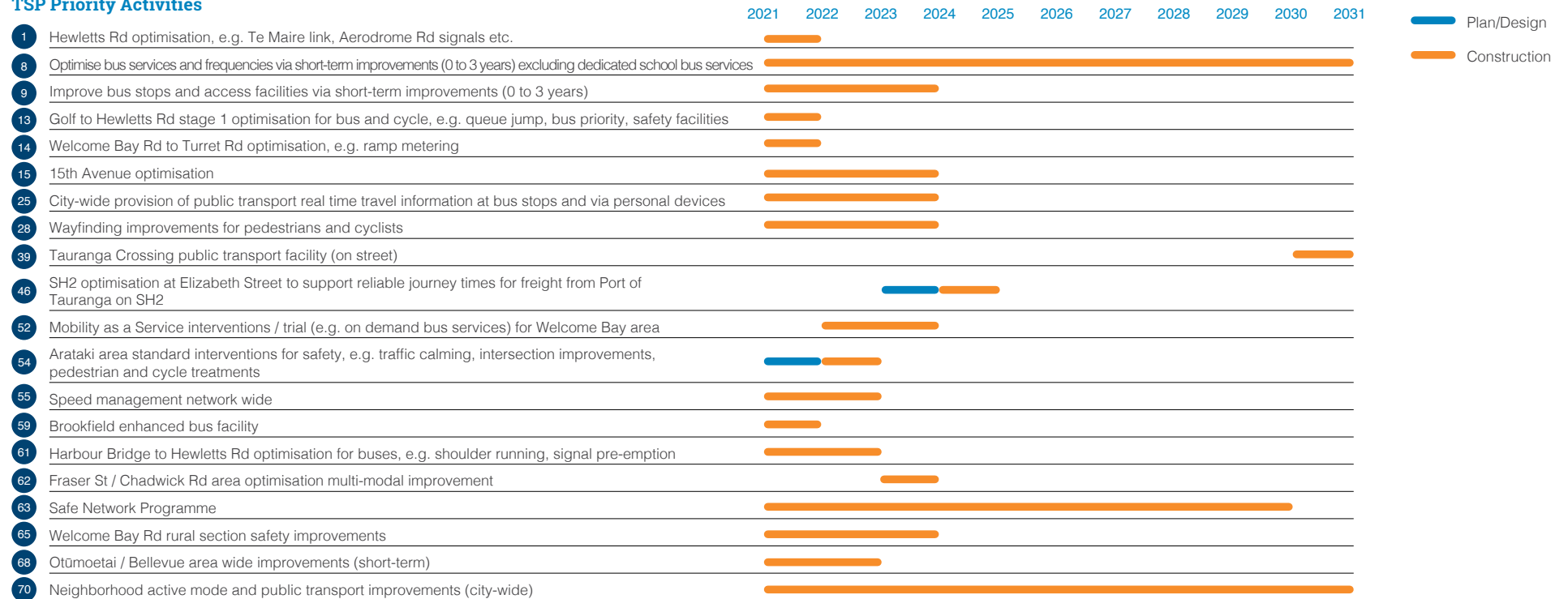
Low-Cost / Low-Risk Package

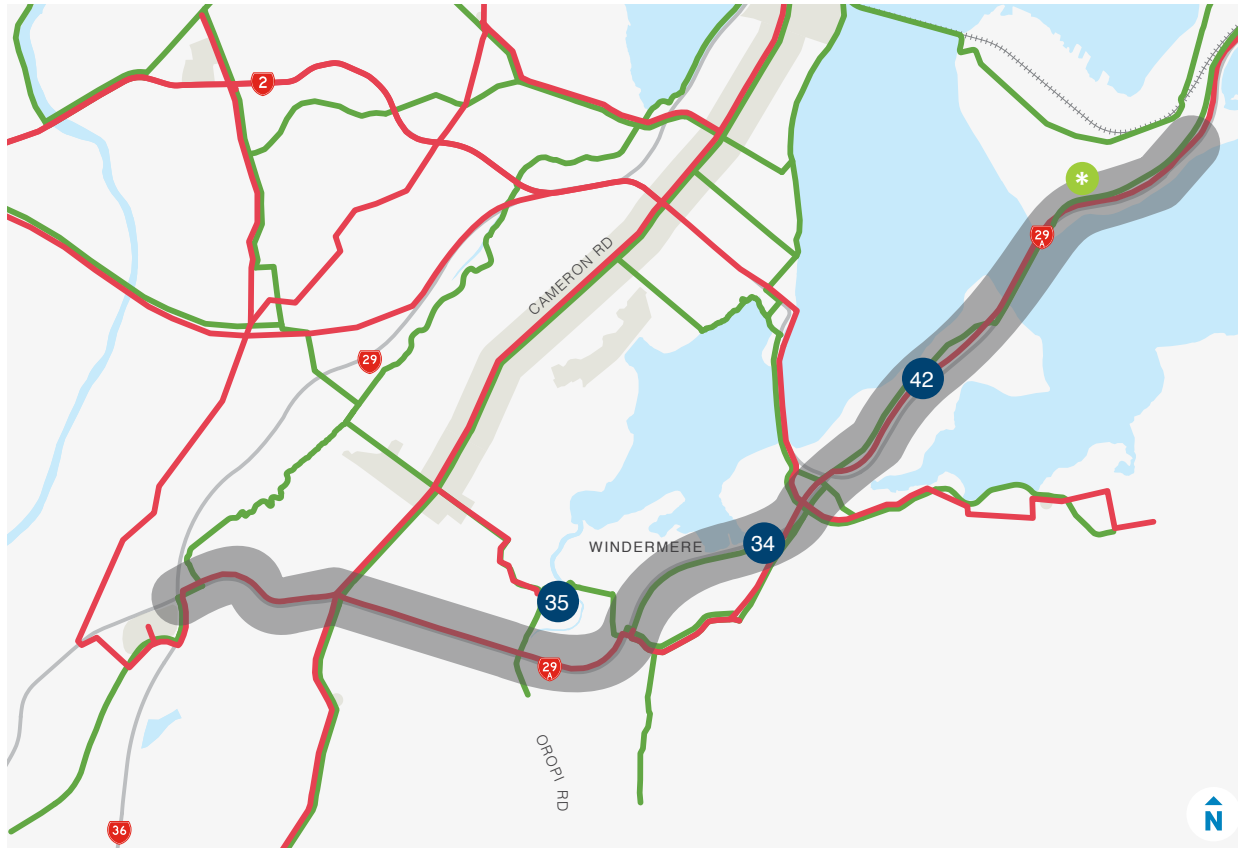
There are opportunities to make relatively minor improvements that will address known safety and accessibility issues around our city, giving people more ways to travel to places like schools, town centres and shopping areas.

- Works Area
- Proposed Package
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Primary Traffic Routes
- Primary Freight Routes
- Cycleway subject to further investigation and engagement with tangata whenua

Low-Cost / Low Risk Package

TSP Priority Activities



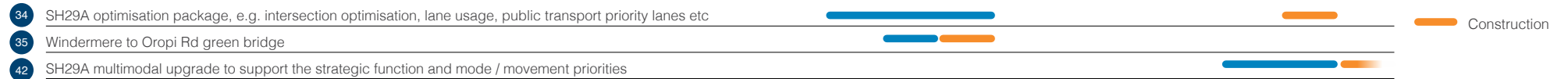


SH29A Package

This package aims to make travel times on State Highway 29A more consistent for all transport modes and improve safety. This will encourage vehicles to use the state highway and not local roads such as Cameron Rd, where there is a higher priority for placemaking, walking and cycling.

- Works Area
- Proposed Package
- Pedestrian Activity Centres
- State Highways
- Railway
- Primary Bus Routes
- Primary Cycling Routes
- Cycleway subject to further investigation and engagement with tangata whenua

TSP Priority Activities



PROJECT LIST

The table on the following pages is a list of all priority projects for inclusion in the TSP.

It shows the priority ranking for each project, its map reference number, the project's name, which package it belongs to, a summary of the aims, and what primary outcomes it contributes toward.

Some projects do not have a scheduled delivery programme shown. This is because it is yet to be decided or the project is presently scheduled outside of the 30-year period shown.

There are four main outcomes which are colour-coded below:

- **Safety:** Contribute to an outcome where no-one is killed or seriously injured in road crashes within the Western Bay of Plenty.
- **Movement:** Support quality urban growth by making it easier to access social and economic opportunities (e.g. schools, jobs and recreation areas) by all modes of travel.
- **Environment:** Increase use of public transport and active modes (walking, cycling, electric bikes and scooters), and support electric vehicle use to slow the growth in traffic volumes and reduce carbon emissions.
- **Prosperity:** Maintain or improve travel time consistency for freight movements on important freight routes during the day (between 9am and 4pm weekdays).








PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
1	1	Hewletts Rd optimisation incl Te Marie link, Aerodrome Rd signals etc.	Low-Cost, Low-Risk Package	To help make travel times on Hewletts Road more consistent so we know how long our trips will take.	Movement & Prosperity 
1	2	Hewletts Rd sub-area access – single stage business case (includes Totara St, Golf Rd, Maunganui Rd).	Hewletts Road Sub-Area Package	Development of a long-term plan to improve access to Port of Tauranga and Mt Maunganui and make it safer to move through and around this part of town.	Prosperity 
1	3	Totara St multimodal improvements.	Hewletts Road Sub-Area Package	Changes to Totara St, Hull Rd and Maunganui Rd to support freight movement to Port of Tauranga and safety for all road users particularly cyclists.	Prosperity 
1	4	Golf Rd to Hewletts Rd stage 2 upgrade for priority modes.	Hewletts Road Sub-Area Package	Intersection changes to make it easier for buses and safer for cyclists and pedestrians to move through this busy part of town.	Environment & Safety 
2	5	Continuous public transport programme – detailed business case.	Public Transport and Mode Shift Package	Continued investment in operating bus services.	Environment 
2	6	Active mode north-south off road.	Te Papa Spatial Framework Package	An off-road link for active transport, commuter and recreational use to make it safer and easier to cycle within the Te Papa Peninsula.	Environment 








PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
2	7	North south (Fraser St / Devonport Rd) multimodal improvements.	Te Papa Spatial Framework Package	Facilities for safe walking, cycling and public transport access within the Te Papa Peninsula e.g. on Fraser St and/or Devonport Rd to make it safer and easier to move around.	Environment ●
2	8	Optimise bus services and frequencies via short-term improvements (0 to 3 years) excluding dedicated school bus services.	Low-Cost, Low-Risk Package	Continual improvement of the bus system to help us move around by bus and slow the growth in traffic volumes.	Environment ●
2	9	Improve bus stops and access facilities via short-term improvements (0 to 3 years).	Low-Cost, Low-Risk Package	Making it easier to catch the bus so more people use it.	Movement ●
2	10	Combined preferred scenario bus services and supporting infrastructure business case.	Public Transport and Mode Shift Package	Planning for bus services and infrastructure (including community engagement), to help us plan long-term bus service improvements.	Environment ●
2	11	Preferred scenario bus services and frequencies (excluding dedicated school bus services).	Public Transport and Mode Shift Package	Delivery of the plan to make travel by bus easier and more appealing.	Environment ●
2	12	Supporting stops and access facilities for preferred scenario bus services and frequencies.	Public Transport and Mode Shift Package	Delivery of the plan to make travel by bus easier and more appealing.	Environment ●







PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
3	13	Golf Rd to Hewletts Rd stage 1 optimisation for bus and cycle e.g. queue jump, bus priority, safety facilities.	Low-Cost, Low-Risk Package	To make it easier for buses and safer for cyclists to move through this busy part of town.	Environment 
4	14	Welcome Bay Rd to Turret Rd optimisation e.g. ramp metering.	Low-Cost, Low-Risk Package	To improve the flow of cars and buses where Welcome Bay traffic merges near Turret Road.	Movement 
4	15	15th Ave optimisation.	Low-Cost, Low-Risk Package	To make it easier to move along 15th Avenue and improve local place function.	Movement 
4	16	Turret Rd and 15th Ave improvements to support improved multimodal access.	Turret Road / 15th Avenue Multi-Modal Improvements	Development of a long-term plan to improve access to the Te Papa Peninsula and improve the urban form.	Movement 
5	17	SH29 Tauriko West enabling works package.	Western Corridor Growth Package	Transport improvements to support new housing developments in Tauriko West and not compromise freight movement and the inter-regional function of SH29.	Movement 
5	18	SH29 Tauriko long-term infrastructure and facilities for all modes – detailed business case.	Western Corridor Growth Package	A plan for long-term transport improvements in Tauriko to support freight movement to the port, access to the Waikato, and planned residential and employment growth in the area.	Movement & Prosperity 
5	19	Smiths Farm access to housing.	Northern Corridor Growth Package	Transport improvements to support new housing developments near Bethlehem.	Movement 







PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
6	20	Welcome Bay Rd multimodal upgrade within the urban area.	Turret Road / 15th Avenue Multi-Modal Improvements	Improvements to Welcome Bay Rd to move more people safely and reliably.	Safety & Movement 
7	21	Improve public transport access via Tauranga Eastern Link (TEL) for express services, e.g. Parton Rd or Domain Rd access to / from TEL for buses.	Public Transport and Mode Shift Package	Improve bus access to Tauranga Eastern Link to make bus trips faster, encourage more people to use the bus and slow the growth in traffic volumes.	Environment 
7	22	Pāpāmoa East Interchange.	Eastern Corridor and Coastal Strip Package	Access to Tauranga Eastern Link at Pāpāmoa East to support housing and town centre developments including Wairakei and Te Tumu urban growth areas.	Movement 
7	23	Te Tumu urban growth area internal multimodal transport network and facilities.	Eastern Corridor and Coastal Strip Package	Roads, dedicated busway, bus stops, cycleways and footpaths to support urban development, new housing and employment in Te Tumu.	Movement 
7	24	Park and ride sites in the eastern corridor e.g. Domain Rd and Wairakei.	Public Transport and Mode Shift Package	Parking areas connected with regular bus services to enable park and ride and slow the growth of traffic volumes.	Environment 
7	24A	Park and ride site – Eastern Corridor (Pāpāmoa East area)	Public Transport and Mode Shift Package	Parking areas connected with regular bus services to enable park and ride and slow the growth of traffic volumes.	Environment 
7	25	City-wide provision of public transport real time travel information at bus stops and via personal devices.	Low-Cost, Low-Risk Package	Information to your phone and at bus stops so you know when your bus will arrive and how long your trip will take.	Movement 








PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
8	26	Cameron Rd multimodal upgrade stage 2.	Te Papa Spatial Framework Package	Public transport, cycling, walking and public realm improvements to Cameron Rd between Tauranga Hospital and Barkes Corner to move people safely and support urban developments.	Environment & Safety 
8	27	Cameron Rd corridor connections.	Te Papa Spatial Framework Package	Improve access to Cameron Rd to support the use of bus, walking and cycling facilities delivered in the Futureproofing Cameron Rd project.	Movement 
8	28	Wayfinding improvements for pedestrians and cyclists.	Low-Cost, Low-Risk Package	Signs for pedestrians and cyclists to key destinations, parking and stops including physical and app-based maps to help people find their way around.	Environment 
8	29	East west link active mode improvements.	Te Papa Spatial Framework Package	Cross connections within the Te Papa Peninsula to support movement by walking and cycling and improve access to schools, shops, reserves and workplaces.	Environment 
8	30	10th Ave walking and cycling bridge.	Te Papa Spatial Framework Package	Connecting walking and cycling routes linking Judea with the Te Papa Peninsula to improve access and transport choice.	Environment 
8	31	Gate Pā and Merivale walking and cycling bridge.	Te Papa Spatial Framework Package	Connecting walking and cycling routes linking Merivale with Gate Pā, to improve access and transport choice.	Environment 






PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
9	32	Hospital area public transport facility.	Public Transport and Mode Shift Package	A safe and accessible location to access and change between buses near Tauranga Hospital, connected to other travel facilities such as cycleways for bikes and scooters.	Environment 
9	33	Greerton area public transport facility.	Public Transport and Mode Shift Package	A safe and accessible location to access and change between buses in Greerton, connected to other travel facilities such as cycleways for bikes and scooters.	Environment 
10	34	SH29A optimisation package, e.g. intersection optimisation, lane usage, public transport priority lanes etc.	SH29A Package	Improvements to State Highway 29A between Barks Corner and Te Maunga to improve safety and make travel times more consistent.	Prosperity 
10	35	Windermere to Oropi Rd green bridge.	SH29A Package	Buses, walking and cycling connections between Ohauti, Poike and the Te Papa Peninsula to make these trips faster and more user-friendly.	Environment 
10	36	Western Corridor Ring Route (SH29 to SH36 – Tauriko Stage 3 Ring Route).	Western Corridor Growth Package	New transport connections to support housing and commercial developments in Tauriko.	Movement 
10	37	Western Corridor Ring Route (SH36 – Dunston to Pyes Pa) – subject to agreement between TCC and Waka Kotahi.	Western Corridor Growth Package	Improvements to the road network to support housing and commercial developments in Tauriko.	Movement 







PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
11	38	Tauriko West internal network connections.	Western Corridor Growth Package	Transport connections within Tauriko West to support new housing developments.	Movement 
11	39	Tauranga Crossing public transport facility (on street).	Low-Cost, Low-Risk Package	A safe location to access and change between buses at Tauranga Crossing, making it easier to reach the shopping centre.	Environment 
11	40	Keenan Rd access to planned urban growth.	Western Corridor Growth Package	Transport improvements to enable new housing developments in the Keenan Rd future urban growth area.	Movement 
11	41	Western Corridor Ring Route (SH36 – Oropi Road/SH29a).	Western Corridor Growth Package	New transport connections to support housing and commercial developments in Tauriko and Pyes Pa.	Movement 
11	42	SH29A multimodal upgrade to support the strategic function and mode / movement priorities.	SH29A Package	Long-term improvements to State Highway 29A between Barks Corner and Te Maunga to improve movement and make travel times more consistent.	Prosperity 
11	43	SH36 multimodal improvements to support planned urban growth.	Western Corridor Growth Package	Long-term improvements to State Highway 36 in Pyes Pa to support new housing developments and make it easier to move around.	Movement 
11	44	Belk Rd improvements.	Western Corridor Growth Package	Road network upgrades to support early planning of future urban growth in Tauriko.	Movement 








PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
12	45	Existing SH2 (Ōmokoroa to Cameron Rd) multimodal upgrade post Takitimu North Link completion.	Northern Corridor Growth Package	Improve bus facilities on State Highway 2 between Ōmokoroa and Tauranga to make it easier to catch the bus and make travel times more reliable.	Environment 
13	46	SH2 optimisation at Elizabeth St to support reliable journey times for freight from Port of Tauranga on SH2.	Low-Cost, Low-Risk Package	Smaller scale changes focussed on optimising the roundabout on State Highway 2 at Elizabeth St to make travel times more consistent, prioritising freight vehicles using the State Highway.	Prosperity 
13	47	SH2 travel time reliability improvement at Elizabeth St to support strategic freight journey from Port of Tauranga.	Northern Corridor Growth Package	Long-term intersection improvement on State Highway 2 at Elizabeth St to make travel times more consistent, prioritising freight vehicles using the State Highway.	Prosperity 
14	48	City centre active modes and public transport improvements.	Te Papa Spatial Framework Package	Safety, amenity and signage improvements to enhance safety and connectivity within the CBD and encourage mode shift to active modes and public transport.	Environment 
14	49	CBD area transport facility.	Public Transport and Mode Shift Package	A safe and accessible location to access and change between buses in the Tauranga CBD, connected to other travel facilities such as cycleways for bikes and scooters.	Movement 

PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
15	50	Primary cycle route facilities (Accessible Streets programme – Area 'A' Mount/ Pāpāmoa/CBD).	Accessible Streets Package	Cycleways and paths to make it safe and enjoyable to ride to places like schools, work, parks etc.	Environment 
15	51	Primary cycle route facilities (Accessible Streets programme – Area 'B' Otūmoetai/Bellevue/ Brookfield).	Accessible Streets Package	Cycleways and paths to make it safe and enjoyable to ride to places like schools, work, parks etc.	Environment 
16	52	Mobility as a Service interventions / trial e.g. on-demand bus services for the Welcome Bay area.	Low-Cost, Low-Risk Package	Investigation into on-demand bus services so we can choose when and where the bus picks us up.	Environment 
17	53	Arataki area public transport facility.	Public Transport and Mode Shift Package	A safe location to access and change between buses in Arataki, connected to cycleways for bikes and scooters.	Movement 
18	54	Arataki area standard interventions for safety, e.g. traffic calming, intersection improvements, pedestrian and cycle treatments.	Low-Cost, Low-Risk Package	Improvements to make it safer and easier to travel around the Arataki area.	Safety 
18	55	Speed management network-wide.	Low-Cost, Low-Risk Package	Changes to speed limits and traffic calming to reduce vehicle speeds around our neighbourhoods.	Safety 

PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
19	56	Bethlehem area transport facility.	Public Transport and Mode Shift Package	A safe location to access and change between buses in Bethlehem, connected to cycleways for bikes and scooters.	Environment 
19	57	Park and ride site along the northern corridor, e.g. Ōmokoroa and Te Puna.	Public Transport and Mode Shift Package	Parking areas connected with regular bus services to enable park and ride and slow the growth of traffic volumes.	Environment 
19	58	Local road connections to the Takitimu North Link (TNL) and SH2.	Northern Corridor Growth Package	Improvements to local roads that will provide access to the Takitimu North Link expressway that are safe and reliable.	Movement 
20	59	Brookfield enhanced bus facility.	Low-Cost, Low-Risk Package	A safe location to access and change between buses in Brookfield, connected to cycleways for bikes and scooters.	Environment 
21	60	Additional bus and cycle capacity (harbour crossing) and Matapihi Rail Bridge replacement.	Hewletts Road Sub-Area Package	Long-term new cycle and bus connections from the Tauranga CBD toward Arataki, to make it faster and safer to travel by bike and bus and slow the growth of traffic volumes.	Movement & Environment  
21	61	Harbour Bridge to Hewletts Rd optimisation for buses, e.g. shoulder running, signal pre-emption.	Low-Cost, Low-Risk Package	To improve bus travel time and reliability between the city and coastal suburbs.	Environment 

PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
22	62	Fraser St/ Chadwick Rd area optimisation multi-modal improvement.	Low-Cost, Low-Risk Package	Changes to the roundabout to make it safer and easier to move around.	Safety ●
23	63	Safe Network Programme.	Low-Cost, Low-Risk Package	Improvements to reduce crashes and the chance of being killed or seriously injured in a crash.	Safety ●
24	64	Tauriko Business Estate transport network.	Western Corridor Growth Package	Transport connections within the Tauriko commercial area to support economic growth and jobs.	Movement ●
25	65	Welcome Bay Rd rural section safety improvements.	Low-Cost, Low-Risk Package	Improvements to rural sections of Welcome Bay Rd to reduce crashes and the chance of injuries.	Safety ●
26	66 and 66b	Arataki to Pāpāmoa East multimodal improvements (Stage 1 Parton -Domain, Stage 2 Domain – Girven).	Eastern Corridor and Coastal Strip Package	To make it easier and safer to move along, and within, the eastern coastal suburbs.	Movement ●
27	67	Otūmoetai / Brookfield / Bellevue multimodal improvements to support spatial framework / urban growth areas.	Accessible Streets Package	Improve facilities for all modes of travel to support urban development and road safety.	Safety, Movement ● ●
27	68	Otūmoetai Bellevue area-wide improvements (short-term).	Low-Cost, Low-Risk Package	Transport improvements as part of the spatial plan to support urban growth, access to schools, shops, reserves and jobs, and to enhance safety.	Environment ●

PROJECT LIST

TSP Priority Ranking	Map Reference #	Project Name	Package	Summary / Aim	Primary Outcomes
28	69	Pyes Pa Rd multimodal upgrade.	Western Corridor Growth Package	Long-term improvements to Pyes Pa Rd to support residential growth and improve safety.	Environment ●
29	70	Neighborhood active mode and public transport improvements (city-wide).	Low-Cost, Low-Risk Package	Small scale but important improvements to footpaths, crossings, cycle paths and bus stops to make it safer and easier to move around.	Environment ●
30	71	Maunganui Rd multimodal upgrade (beyond current single stage business case).	Hewletts Road Sub-Area Package	Long-term changes to Maunganui Rd to make it safer and more attractive to travel by bus.	Environment ●
30	72	Te Papa intersection improvements.	Te Papa Spatial Framework Package	Improvements to intersections in the Te Papa Peninsula to reduce the risk of crashes and improve access.	Safety ●

WHAT HAPPENS NEXT?

This programme of activities represents the findings of the Transport System Operating Framework (TSOF) as at October 2020. Further analysis including project dependencies and inter-dependencies, timing and costing will continue to be undertaken by the project partners as plans are scoped and developed.

Timing and phasing of some activities could change or activities may be grouped together. For example, this document shows the construction phase for Turret Rd and 15th Ave multimodal improvements to commence in 2029, whereas Tauranga City Council's draft Long Term Plan shows it to start in 2026. Changes are reflected in the partner's draft Long Term Plans or the Waka Kotahi Investment Proposal.

This document will be updated following decisions on the Long Term Plans, Regional Land Transport Plan and National Land Transport Programme to reflect the programme of activities confirmed through those processes along with other project developments since October 2020. Following this, the TSP will be monitored, reviewed and updated periodically in line with Long Term Plan, Regional Land Transport Plan and National Land Transport Programme processes and to ensure alignment with national and regional policy and strategic direction.



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