

SH2 Waihi to Tauranga

Story focusing on safety throughout corridor and improving transport choice and access via PT

Focus on online safety improvements throughout the corridor and undertake PT investigation work with LG. With TCC develop a network hierarchy (NOP/F) which include future function of road. Develop PT plan for Tauranga with LG to support great transport choice and access. Any additional capacity from offline improvements to include PT options to provide better transport choice and reduce reliance on SOVs. Explore opportunities to increase enforcement presence (roadside patrol and speed enforcement) on corridor to better manage safe use, and working with industry to increase road safety awareness for seasonal workers.

NZTA to maintain offline designations that are in place, but focus on online safety and access improvement in short and medium term.

NZTA and LG to identify triggers for when Katikati urban is necessary.

Section	Short term (2018-21)	Medium term (2021-27)	Long term (beyond 10 yrs)
Waihi to Omokoroa	<ul style="list-style-type: none"> • Current online safety improvements being implemented • Beef up enforcement effort through roadside presence and speed enforcement equip • Confirm additional online safety work for median barrier incl on bridges – analysis TBC? • Speed management 		
Omokoroa to Te Puna	<ul style="list-style-type: none"> • Undertake online safety improvements and speed management as per Waihi to Omokoroa • Review and confirm online or offline route preference to improve safety • Investigate PT options including additional/future PT capacity • Confirm Omokoroa intersection safety ranking • Speed management 	<ul style="list-style-type: none"> • Support PT through online improvements ie 3x lanes if required, circa 2025 construct • PT investment • Maintain offline designation • Complete Omokoroa intersection improvements (rank dependent) 	<ul style="list-style-type: none"> • Construct offline route if warranted
Te Puna to Tauranga	<ul style="list-style-type: none"> • Delay TNL construction until: <ul style="list-style-type: none"> ○ Network hierarchy and function confirmed with LG ○ PT plan developed and agreed with LG 	<ul style="list-style-type: none"> • Construct TNL based on network hierarchy and PT plan developed. Allow space for non-SOV • PT investment 	<ul style="list-style-type: none"> • PT investment

Section	Short term (2018-21)	Medium term (2021-27)	Long term (beyond 10 yrs)
	<ul style="list-style-type: none"> Undertake online safety improvements if pressing safety issues present and not fixed with Te Puna RB PT investment 		
Katikati Urban	<ul style="list-style-type: none"> Maintain designation Identify triggers for when construction may be required Investigate and implement severance mitigation measures as necessary 	<ul style="list-style-type: none"> Maintain designation Monitor for reaching trigger point Monitor severance issues and under place improvement as necessary 	<ul style="list-style-type: none"> Construction if trigger points met
Corridor	<ul style="list-style-type: none"> Work with seasonal industries to improve safety awareness/develop interventions Investigate PT options in corridor model max PT numbers possible from Omokoroa to Tauranga Potential for use of commuter train? 	<ul style="list-style-type: none"> Safer use interventions refined with industry PT investment 	<ul style="list-style-type: none"> PT investment

Assumptions/issues to test or investigate

PT and growth triggers to assist timing of interventions/construction

Review Waihi to Omokoroa safety improvements option analysis ie current option and median barriers in terms of ROI

Develop speed management safety improvement programme for majority of corridor

Check safety ranking and integrate with safety improvement programme. Check ranking of Omokoroa intersection. Check safety on Te Puna to Tauranga re Te Puna RB and whether this has addressed safety issues

Check Omokoroa to Te Puna option analysis and confirm preferred option

Consider/discuss tolling