

# Western Bay of Plenty Strategic Transport Journeys

## Strategic Functions Technical Report

### UFTI Urban Form + Transport Initiative



June 2020

# Western Bay of Plenty Strategic Transport Journeys - Strategic Functions Technical Report

## Preface

- This Technical Report has been developed to support the UFTI preferred programme within the UFTI Final Report, in regard to the transport journey strategic functions required to deliver the preferred programme's urban form and transport spatial intent.
- The Report was developed with known and available evidence including the UFTI Evidence Base and Research Reports; UFTI Foundation and Interim Reports; One Network Classification (ONC); Tauranga Urban Network Study (TUNS); WBoP PT Blueprint; Tauranga City Street Design Guide.
- Tauranga Urban Network Study (TUNS) 2011-2041 is an important reference point for the subregion in defining network function. The methodology used to define network function in TUNS included:
  - a) Describing current and emerging challenges (e.g. growth, safety, network resilience, mode-shift) including the location of competing challenges;
  - b) Assessing current network performance;
  - c) Analysis of key routes; and
  - d) Assessment of how the network is used e.g. demand from people and freight movement on key routes.

The methodology used for this Report built off existing evidence and previous work rather than undertaking a separate methodology and analysis. Therefore, it is acknowledged, that further analysis is needed to fully confirm network and journey function. This analysis can occur through the development of the sub-regional System Operating Framework (SOF) component of the Western Bay of Plenty Transport System Plan project. The SOF will include analysis to assess network performance and demands (people and freight movement) at key levels.

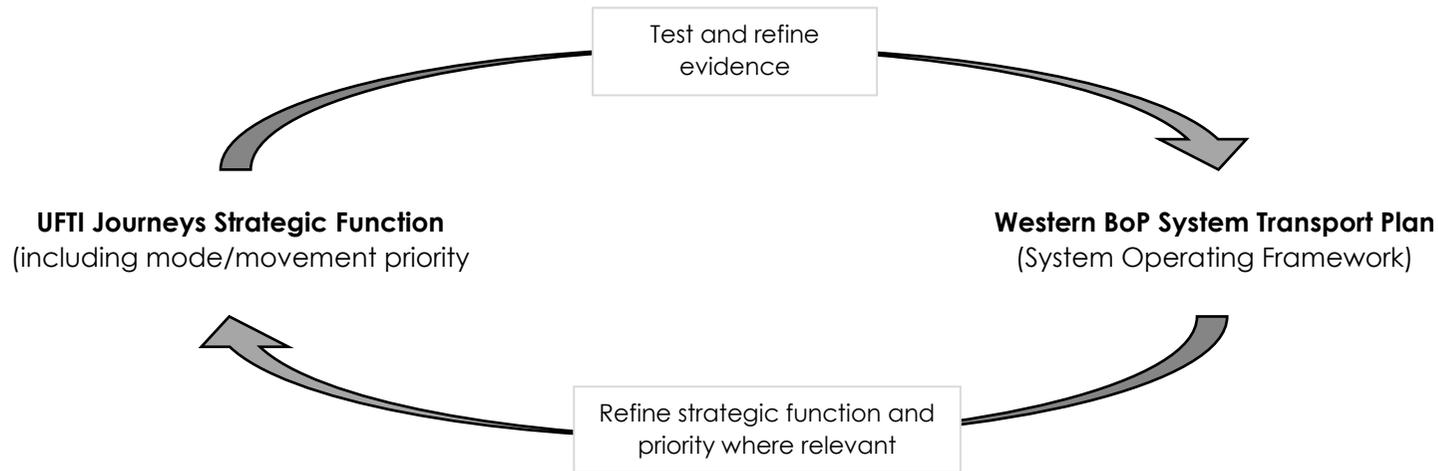
- The strategic transport journeys work together as 'one system', with each of the journeys having a strategic role within this system. Any future decisions need to take this into account to ensure the planning and investment objectives can be achieved, over time, across the sub-region.
- The priority mode for each journey has been defined to support the intention of the optimal programme in shifting people and goods between key origins and destinations at a strategic level. This definition has been informed through work including the UFTI Regional Freight Flows Study, Mode Shift and Multi Modal Solution Study and a specific Strategic Journeys Workshop with partner staff.
- It is important for the function assessment to include consideration and direction on mode priority in key routes and journeys, particularly where there are competing demands. To support further work on this, the Western Bay of Plenty Transport System Plan (WBTPSP) project includes as a first phase of work (April - July/August 2020) the development of a System Operating Framework (SOF). This work will be used to test and further define mode priority and will inform, and where relevant, be integrated into this Report and function assessment.
- Further partner studies, data, evidence and transport modelling will support the testing of the UFTI strategic transport journeys. Where a review and further evidence indicates a change to a journey strategic function, then the UFTI partners achieve this, together, by planning within the

'one system' approach. This will ensure that any future shifts don't have undue effects on the function of other journeys within the same corridor and wider sub-regional system.

### Ongoing Review and Refinement

It is important that strategic evidence is continually being updated, within the SmartGrowth partnership, to support future planning and investment decision making. An example of this is the ongoing development in the Western Bay of Plenty System Operating Framework (SOF).

The below diagram shows how the review and refinement process should work using the WBoP SOF as an example.



### Technical Report Definitions

This Technical Report uses the terminology of corridors, strategic journeys, and routes. Definitions of these include:

- Corridor                The SmartGrowth land use and transport 'corridors' as determined by the SmartGrowth Strategy. Includes the northern, eastern, western, southern, and central corridors. A corridor can have more than one strategic journey.
- Strategic Journey    Movement of people and goods including the experience of (from beginning to end), often over longer distances i.e. Omokoroa to city centre. A strategic journey can be made up of multiple routes.
- Route                    The physical way people or goods travel within a transport system.

Other subregional and local plans use a mix of transport definitions which are often defined within the specific plan, this includes the WBoP Transport System Plan and System Operating Framework.

## Overview

Great cities have transport journeys where the balance between people, place, and movement has been achieved. For the Western Bay of Plenty sub-region, that means we need to ensure our journeys enable and support the live, learn, work, and play lifestyle.

Different transport journeys need to deliver different customer perspectives within a whole of city and sub-regional context, they need to work as a 'system' to ensure the right balance, at the right time and place, of moving people and goods is achieved. To support the delivery of the UFTI optimal programme and Final Report, the critical sub-regional journeys and their strategic function and movement/mode priority have been identified, noting that further work will be undertaken to test and further define the strategic intent i.e. Western BoP System Operating Framework.

The UFTI strategic journeys describe the user experience by mode and place including trips made via passenger transport, active modes/micro mobility, trucks, and cars. These descriptions are end-state, meaning they represent the intended future use of the corridor (e.g. 50 – 100 years) and do not address the staged development of the physical improvements likely required to enable some of the journeys described. The work of the Western BoP System Operating Framework will inform the 0-30 year period but must take account of and facilitate mode changes that will enable and enhance the 30-100 year vision for the transport system.

While UFTI focuses on the function of corridors for strategic journeys, descriptions are intended to support subsequent refinement of the form of each corridor and journey to achieve the function. Some elements are not addressed as they are related to form and not function, including intersection performance, concept route form, local road function (i.e. avenues), timing and phasing of interventions, and so forth.

Factors for consideration which underpin the strategic journeys include the following elements:

- **Customer experience**

Customer experience principles are outlined for each of the strategic journeys to support further detailed planning and decision making to achieve the strategic function. These principles describe the elements that are important for people who could live, work, play or learn along these corridors and at places accessed from transport modes using them.

- **Strategic function and mode priority**

A strategic journey performs multiple functions for different users, modes and movements. The way this is designed supports different users at different levels of priority. Making a choice about what mode gets to go first relates to the strategic function intended for that journey. This needs to be determined in consideration of the movement and place function of the wider corridor and journey. Strategic transport journeys provide for a recommended priority movement/mode based on the UFTI end-state intent. Some journeys may have more than one priority mode, and some may have different priority modes at different times of the day. Users include the movement of goods and freight as well as movements for employment, education, recreation, and general activities.

- **Functional network classification**

Current road network classifications are used as a basis to understand the degree of change proposed by UFTI for the strategic road corridor function. The first used is NZTA's One Network Classification (ONC). The ONC is a classification system, which divides New Zealand's roads into six categories based on how busy they are, whether they connect to important destinations, or are the only route available for access. The second classification is from the Tauranga Urban Network Study (TUNS). More information is provided below.

### **The one network classification and Tauranga urban network study**

The starting point for determining the strategic function of the western Bay of Plenty sub-region's strategic transport journeys is the One Network Classification (ONC) and the Tauranga Urban Network Study (TUNS).

The ONC is a classification system applicable to all New Zealand roads. The TUNS was developed jointly by TCC, BOPRC, WBOPDC and NZTA in 2013 and provided:

- a statement about the condition of the arterial network;
- the challenges the network is likely to face over the next 30 years; and
- demonstrated the potential effects of the identified challenges on future network function.

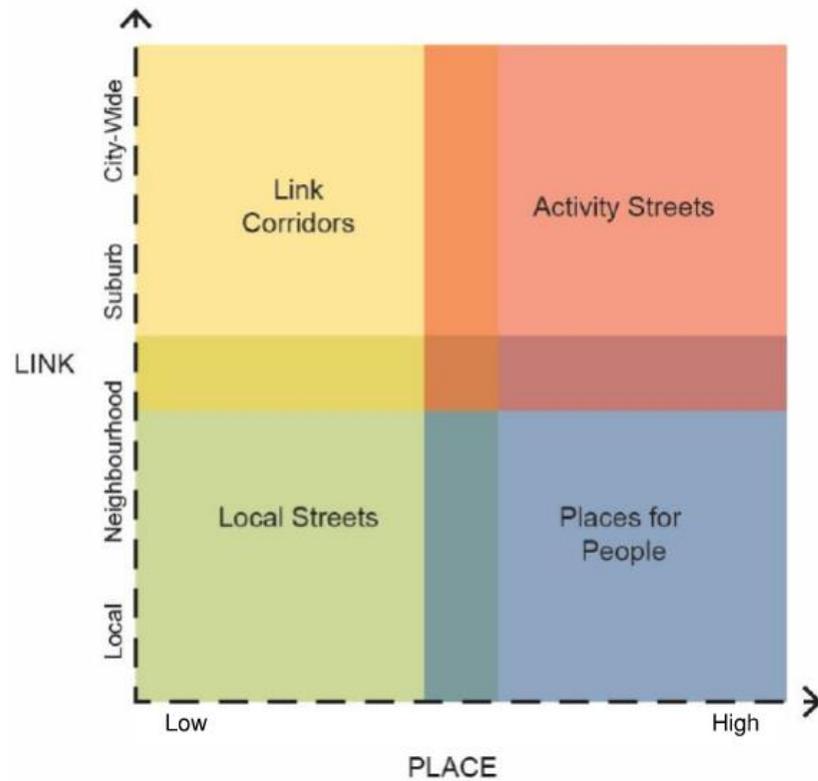
Both ONC and TUNS provide an indication of the current strategic function of journeys and routes of interest for UFTI. In considering the UFTI end-state, the strategic journeys function may need to change from the classification in ONC and TUNS to reflect a change in 'place and movement' context to support the UFTI short-listed programmes. See Appendix A for ONC and TUNS classifications.

### **Place and movement principles**

The function of a transport journey is a trade-off between regional access and local access. The implications of these trade-offs are realised through the degree of impact on urban places and spaces related to connectivity, amenity, nuisance, and pollutants.

For example, places like town centres typically have people friendly streets which cater to slow traffic, increase pedestrian safety, and are integrated with land use at a fine grain. In contrast movement focused transport infrastructure like motorways or rail, prioritise regional access over local access and only integrate with land use at interchanges or stops/stations.

**Link and Place Matrix, Tauranga City Council (TCC) (adapted from the TCC Street Design Guide)**



Function (TCC Street Design Guide)	Description (TCC Street Design Guide)
<b>Link Corridors</b>	These streets have a lower Place status as the type of activity and land use means it has a smaller catchment. The higher Link status indicates that the street may be an important route for freight, public transport, private vehicles or cyclists.
<b>Activity Streets</b>	These streets have both a higher Place and Link status. These locations are busy places with lots of activity from people visiting the street due to the adjacent land uses, and a high amount of through movement which may be from people travelling in private vehicles, on public transport or on foot.
<b>Places for People</b>	These streets have a higher Place status representing locations which attract people from outside the immediate area. The lower Link status indicates that these streets are mainly for activity with little or no through movement. Examples include pedestrianised streets, plazas, civic spaces.
<b>Local Streets</b>	This is the majority of streets in Tauranga. They are mainly residential but can also include industrial streets where there is little interaction between the land use and the street. They have a lower Place status as their catchment is limited to those who live on the streets. Link status is also lower with limited or no through movement.

## What does the strategic function mean?

Each strategic journey will have a link / place function and at least one priority movement/mode. This defines the movement and placemaking focus of the journey, required to support the UFTI optimal programme, and helps to inform decisions on allocating space to the different ways of moving people and goods along the journey and to placemaking.

The following table provides an indication of the outcomes envisaged for each of the link / place functions and mode priorities. Where a journey has more than one priority mode, the outcome for each would be anticipated. For example, if a journey has a link function with passenger transport and freight movement priority the outcomes for link / passenger transport and link / freight would be envisaged. Note priority can be defined on a time of day basis where one mode is prioritised at certain times and a different mode at other times.

Function <sup>1</sup>	Priority movement / mode(s)	Anticipated outcomes
<b>Link corridors</b>	Active modes / micro mobility	Provides for active modes / micro mobility with dedicated facilities that enables a consistent travel speed in a legible, comfortable, and safe environment. End of trip facilities are provided as necessary to support active travel and are designed to be safe and secure.
	Passenger Transport passengers	Dedicated and consistent all-day priority for passenger transport vehicles through space allocation and other measures to reduce / eliminate delay for passenger transport vehicles (e.g. technology at intersections). Passenger transport travel speed is high and journey times are consistent to help reliability. Quality facilities are provided to support access between passenger transport and other modes. Stops and interchanges are functional and provide high amenity and personal security for users.
	Freight	Freight vehicles can avoid delays and travel at a consistent safe speed. Priority may be provided through dedicated lanes or similar measures that assist in providing relatively consistent journey times.
	High occupant vehicles (HOV)	Vehicles with more than one occupant are provided with priority that helps enable consistent journey times and delivers sufficient benefit to encourage using passenger transport and/or ride sharing.
	General traffic (low / zero emission vehicles)	Provides consistent travel times for general traffic without compromising the attractiveness of other modes. Priority should be given to low / zero carbon emission vehicles. Safety is a high priority.

<sup>1</sup> Function as per the Tauranga City Street Design Guide

Function <sup>1</sup>	Priority movement / mode(s)	Anticipated outcomes
<b>Activity Streets</b>	Active modes / micro mobility	Provides for active modes / micro mobility through facilities that may be shared with similar modes. Travel speed may be variable with mixed priorities. Networks will be comfortable, legible, and safe. End of trip facilities are provided as necessary to support active travel and are designed to be safe and secure.
	Passenger transport passengers	Priority for passenger transport vehicles through space allocation and other measures to reduce / eliminate delay for passenger transport vehicles. Priority may be limited to peak times and space may be shared with other modes (HOV, service vehicles). passenger transport travel speed may not be fast, but journey times are consistent. Quality facilities are provided to support access between passenger transport and other modes. Stops and interchanges are functional and provide high amenity and personal security for users.
	Freight	Activity streets with a level of freight priority provide for local deliveries of goods and services through space allocation that may be shared (e.g. with buses or HOV vehicles) and appropriate end of trips facilities e.g. parking / loading areas.
	High occupant vehicles (HOV)	Vehicles with more than one occupant are provided with priority that may be shared with other modes, e.g. buses and freight. Priority / time saving delivers sufficient benefit to encourage passenger transport and/or ride sharing.
	General traffic (low / zero emission vehicles)	Activity streets with general traffic priority provide capacity for private cars that may be mixed with other modes e.g. buses and freight. Low / zero carbon emission vehicles should be prioritised. Safety is a high priority.
<b>Places for people</b>	Active modes / micro mobility	Places provide for active modes / micro mobility through facilities that may be shared with all modes assuming low speeds are achieved, and conflicts avoided. Travel speed may be slower and variable with mixed priorities. Networks will be comfortable, legible, and safe. End of trip facilities are provided as necessary to support active travel and are designed to be safe and secure.
	Passenger transport passengers	Where places include passenger transport priority there will be space for buses to move at low speed suitable for the environment and there will be high quality passenger facilities at stops / stations. Quality facilities are provided to support access between passenger transport and other modes. Stops and interchanges are functional and provide high amenity and personal security for users.
	Freight	Places with a level of freight priority will provide appropriate access and end of trip facilities e.g. parking / loading areas to enable service and delivery vehicles to access spaces at low speed that is safe for all users.

Function <sup>1</sup>	Priority movement / mode(s)	Anticipated outcomes
	High occupant vehicles (HOV)	Generally high occupant vehicles will not be prioritised in places for people as the purpose of HOV priority is movement and places will not have a high movement function.
	General traffic (low / zero emission vehicles)	Traffic / low emission vehicles should not be prioritised in places for people it will typically be desirable to reduce traffic volumes in these areas. Access for vehicles may need to be provided but movement of vehicles would not be prioritised over other modes.

Notes

- The form (design) will deliver the outcomes described above while according with appropriate local and national design standards.
- UFTI does not consider local streets, as the function and form of these roads will be defined by local authorities as appropriate to the local environment.

## Strategic journeys: summary information

### Supporting evidence developed with partners

**May 2019**

*Stakeholder mapping exercises where stakeholders were asked to describe functions of transport system under different scenarios.*

**Sept/Oct 2019**

*Internal workshops where partners discussed different place and movement functions of journeys under different scenarios.*

**Nov 2019 & Feb 2020**

*Stakeholder workshops where stakeholders were asked to think about different aspects of the programmes.*

**Nov 2019 – Feb 2020**

*Review of partner information i.e. ONC, TUNS, TTP, Network Plans and past modelling exercises as inputs.*

**Nov 2019 – Feb 2020**

*Drawing of information from UFTI research scopes particularly Targeted Community Insights; Hewletts Road subarea and Regional Freight Flows.*

**February 2020**

*Internal partner workshop on strategic journey functions and movement priorities.*

**April – August 2020**

*Development of the Western Bay of Plenty System Operating Framework (to further test strategic intent and mode priority).*

**June 2020 onwards**

*UFTI Final Report and supporting technical evidence transitions into the review of SmartGrowth.*

## **Strategic function, movement priority and principles**

The following section outlines the desired strategic function and priority movement / mode for each of the western BoP strategic transport journeys, noting that further work will be undertaken to test and further define the strategic intent i.e. Western BoP System Operating Framework.

### **UFTI strategic function and emphasised movement/mode**

Outlines the overall strategic function of the journey and intended emphasised movement/mode within that journey. Noting that the emphasised movement/mode can change with time of day and/or section of journey as outlined in the summary table and supporting detail.

### **Customer experience principles**

Outlines the summary level design principles to support the journey strategic function.

Note: There are a number of common principles across all of the journeys. These are included here and not duplicated in the summary table.

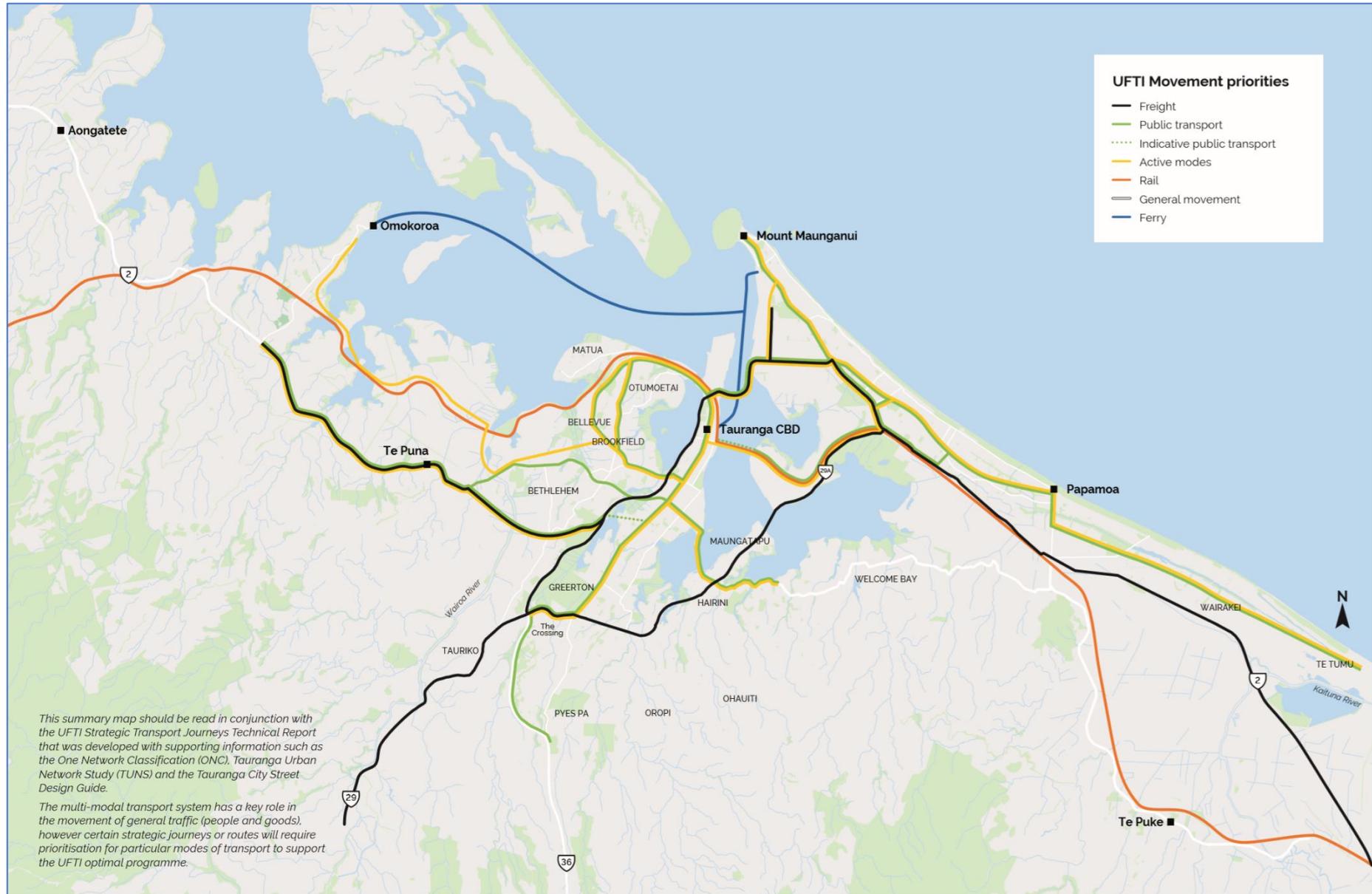
It is important that when looking at a particular journey, these common principles are included with the journey specific principles outlined.

### **Common customer experience principles across all strategic Journeys**

Across all the strategic transport journeys, there are common customer experience principles that need to be taken into account in any future detailed planning and investment decisions. These include:

- Safe speeds and safe system initiatives to move people and goods that deliver on national standards.
- Consistent and reliable journey times for prioritised modes.
- Supporting and integrated infrastructure that are well designed and offer good community amenity and place making. i.e. stations, park n ride, public toilets, active mode storage facilities.
- Seamless timetables and ticketing between all modes (i.e. ferry, bus, train) including behaviour change initiatives. Facilities for linked trips across modes and journeys i.e. bike carrying.
- Accessible infrastructure and services for all ages and abilities.
- Available technology i.e. Wi-Fi, real time information (apps, on-site).

## Strategic transport journeys: summary map



## Strategic journeys: detailed information

### SmartGrowth Corridors

The SmartGrowth partnership identifies five key corridors within the western Bay of Plenty sub-region. These 'corridors' include all land use, infrastructure, facilities and services (people and place).

The five SmartGrowth corridors include

1. **Central corridor**
2. **Northern corridor**
3. **Western corridor**
4. **Southern corridor**
5. **Eastern corridor**

Journey details within each of the corridors are outlined in the tables below.

## SmartGrowth Central Corridor

The SmartGrowth central corridor consists of the following strategic transport journeys:

No.	Strategic transport journey	Details (via) <sup>2</sup>
1.	<b>City ring route</b>	SH29/SH36/Takitimu Drive roundabout – SH29A - Te Maunga roundabout (SH2/29A) – SH2 - Hewletts Road - Harbour Bridge – Takitimu Drive
2.	<b>City local cross connector</b>	Maungatapu Roundabout/SH29A - Turret Road/15 <sup>th</sup> Avenue - Cameron Road
3.	<b>Tauriko to city centre</b>	SH29 – Cameron Road - Chapel Street/Harbour Bridge overbridge (it is noted that Tauriko suburb sits within the SmartGrowth western corridor, however the Tauriko commercial centre to city centre strategic transport journey is included in the SmartGrowth central corridor within this Report)
4.	<b>Otumoetai local loop</b>	Cameron Road/Harbour Bridge overbridge – Chapel Street – Ngatai Road – Otumoetai Road – Bellevue Road – Waihi Road – 11 <sup>th</sup> Avenue/Cameron Road
5.	<b>Mount Maunganui local connector</b>	Totara Street; Maunganui Road
6.	<b>Welcome Bay local connector</b>	Welcome Bay Road
7.	<b>Blue corridor (ferry connector)</b>	<ul style="list-style-type: none"> <li>• Pilot Bay – City Centre</li> <li>• Omokoroa – City Centre</li> </ul> <p>This journey is also part of the SmartGrowth Northern Corridor where it connects with Omokoroa. Journey details are included in this section.</p>
8.	<b>Rail cross city connector</b>	Te Maunga – Matapihi – City Centre

<sup>2</sup> Journey origin / destination details are indicative only. Further work is required to test and further define these.

## SmartGrowth Northern Corridor

The SmartGrowth northern corridor consists of the following strategic transport journeys:

No.	Strategic transport journey	Details (via) <sup>3</sup>
9.	<b>Rail sub-regional connector</b>	Apata - Omokoroa – Te Puna – Otumoetai - City Centre - Te Maunga – Domain Road – Rangioru – Paengaroa  This journey is also part of the SmartGrowth Central and Eastern corridors where it continues from the City Centre to Paengaroa.
10.	<b>Waihi Beach to Omokoroa</b>	Waihi Beach – Katikati – Omokoroa
11.	<b>Omokoroa to City Centre (current journey pre TNL)</b>	Omokoroa – Whakamarama – Te Puna – Bethlehem – CBD
12.	<b>Omokoroa to Cameron Road/15<sup>th</sup> Avenue (current journey post TNL)</b>	Omokoroa – Whakamarama – Te Puna – Bethlehem – Cameron Road/15 <sup>th</sup> Avenue
13.	<b>Omokoroa to Takitimu Drive (new journey)</b>	Omokoroa – Takitimu Drive
	<b>Blue corridor (ferry connector)</b>	<ul style="list-style-type: none"> <li>• Omokoroa – City Centre</li> <li>• Pilot Bay – City Centre</li> </ul> <p>This journey is also part of the SmartGrowth Central Corridor where it connects with Pilot Bay and the City Centre.</p>

<sup>3</sup> Journey origin / destination details are indicative only. Further work is required to test and further define these.

## SmartGrowth western corridor

The SmartGrowth western corridor consists of the following strategic transport journeys:

No.	Strategic Transport Journey	Details (Via) <sup>4</sup>
14.	<b>The Lakes Local Connector</b>	Takitimu Drive/SH29/SH36 Roundabout – Pyes Pa Road Roundabout
15.	<b>Tauriko Local Connector(s)</b>	Tauriko West internal transport system.
16.	<b>Tauriko to Lower Kaimais</b>	Takitimu Drive/SH29 Roundabout - Lower Kaimais

## SmartGrowth Eastern Corridor

The SmartGrowth eastern corridor consists of the following strategic transport journeys:

No.	Strategic transport journey	Details (via)
17.	<b>Te Maunga to Paengaroa (Baypark)</b>	Te Maunga SH2 Roundabout - Paengaroa via Tauranga Eastern Link
18.	<b>Papamoa to Te Tumu</b>	Domain Road – Tara Road – Te Okuroa Drive - The Boulevard
19.	<b>Te Puke local connector</b>	Domain Road – SH2/30 Roundabout via Te Puke Highway
	<b>Rail sub-regional connector</b>	Apata - Omokoroa – Te Puna – Otumoetai - City Centre - Te Maunga – Domain Road – Rangiora – Paengaroa This journey is also part of the SmartGrowth Northern and Central Corridors where it connects Omokoroa to the City Centre.

<sup>4</sup> Journey origin / destination details are indicative only. Further work is required to test and further define these.

## Strategic Journeys: Summary table

Smart Growth Corridor	Strategic journey(s) <sup>5</sup>	UFTI strategic function and movement / mode priority	Customer experience expectations	UFTI Project – Specific Research
Central	<p><b>City ring route</b></p> <p>Via SH29/SH36/Takitumu Drive roundabout – SH29A - Te Maunga roundabout (SH2/29A) – SH2 - Hewletts Road - Harbour Bridge – Takitimu Drive</p>	<p>Link corridor, Freight priority; Passenger transport / High occupant vehicle movement priority at peak times; Limited placemaking.</p> <p><u>Existing Classification(s)</u></p> <ul style="list-style-type: none"> <li>Regional (ONC) – Te Maunga to Maungatapu Roundabout (SH29A)</li> <li>National (ONC) – Maungatapu Roundabout (SH29A) – Takitimu Drive – Harbour Bridge – Hewletts Road (SH2)</li> </ul>	<ul style="list-style-type: none"> <li>Priority freight movement to and from the Port of Tauranga and/or through the sub-region.</li> <li>Consistency of speed to maximise freight efficiency and reliable journey times.</li> <li>Focused on moving people during the AM and PM peak using passenger transport and priority measures.</li> <li>Limited and well managed side access to ensure efficient movement of goods and people.</li> </ul>	<p>Regional Freight Flows Study</p> <ul style="list-style-type: none"> <li>5,500 HVs per day by 2043, 74% increase from 2018 (Takitimu Drive)</li> </ul> <p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>Sections identified as 'primary mass transit route'.</li> </ul> <p>Strategic Journeys Workshop with partner staff (February 2020)</p>
Central	<p><b>City cross connector</b></p> <p>Via Maungatapu Roundabout/SH29A - Turret Road/15<sup>th</sup> Avenue - Cameron Road.</p>	<p>Activity street; Passenger transport and active mode / micro mobility movement priority.</p> <p>Slightly higher focus on movement over placemaking but maintains emphasis on place making that achieves a high-quality urban environment that is safe and attractive to live and move within.</p> <p><u>Existing Classification(s)</u></p> <ul style="list-style-type: none"> <li>City Arterial (TUNS)</li> </ul>	<ul style="list-style-type: none"> <li>Local trips with high people movement, primarily focused on commuter and school students during peak times.</li> <li>High frequency passenger transport movement prioritised over general traffic movements.</li> <li>Modal choice, including bus, bike, and private motor vehicles.</li> <li>Bike routes are separated cycle facilities, with easy wayfinding for</li> </ul>	<p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>Identified as 'secondary mass transit route'</li> </ul> <p>Strategic Journeys Workshop with partner staff (February 2020)</p>

<sup>5</sup> Journey origin / destination details are indicative only. Further work is required to test and further define these.

Smart Growth Corridor	Strategic journey(s) <sup>5</sup>	UFTI strategic function and movement / mode priority	Customer experience expectations	UFTI Project – Specific Research
			<p>cyclists (maybe on parallel routes to 15<sup>th</sup> Avenue).</p> <ul style="list-style-type: none"> <li>Through movements are discouraged between SH29A and Takitimu Drive.</li> </ul>	
Central	<p><b>Tauriko to City Centre</b></p> <p>Via SH29 – Cameron Road - Chapel Street/Harbour Bridge overbridge</p>	<p>Activity street; Passenger transport and active mode / micro mobility movement priority.</p> <p>Generally higher movement function than placemaking as the primary objective is to move people.</p> <p>Places with higher placemaking emphasis include Greerton, the Hospital precinct and CBD. In these places the travel speed may be slower to support and accommodate placemaking and safe crossing movements.</p> <p>Link to city ring route strategic function consistency for SH29A (SH29/36/Takitimu roundabout to Barks corner) section – priority to move people during peak time on this section.</p> <p><u>Existing Classification(s)</u></p> <ul style="list-style-type: none"> <li>National (ONC) – SH29</li> <li>City Arterial (TUNS) – Cameron Road</li> </ul>	<ul style="list-style-type: none"> <li>High frequency passenger transport services with priority measures to achieve consistent journey times (signal technology etc). Provides for consistent travel speed for cycling / micro mobility in a safe environment.</li> <li>Priority adapts through movement and placemaking along the journey, i.e. prioritises place making at commercial centres, schools, and hospital precinct etc.</li> <li>Where customer movements cannot be safely accommodated i.e. cycling, then the role of adjacent journeys and routes come into play.</li> </ul>	<p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>Identified as a 'primary mass transit route'.</li> <li>Potential to move 1,590 people in the AM peak 2063 (20% mode share - central corridor).</li> </ul> <p>Strategic Journeys Workshop with partner staff (February 2020)</p>
Central	<p><b>Otumoetai local loop</b></p> <p>Via Cameron Road/Harbour Bridge</p>	<p>Activity street, Passenger transport and active mode / micro mobility movement priority.</p>	<ul style="list-style-type: none"> <li>Mix of local access and movement function balances local trips for social</li> </ul>	<p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>Identified as 'secondary mass transit route'</li> </ul>

Smart Growth Corridor	Strategic journey(s) <sup>5</sup>	UFTI strategic function and movement / mode priority	Customer experience expectations	UFTI Project – Specific Research
	overbridge – Chapel Street – Ngatai Road – Otumoetai Road – Bellevue Road – Waihi Road – 11 <sup>th</sup> Avenue/Cameron Road	<u>Existing Classification(s)</u> <ul style="list-style-type: none"> <li>City Arterial (TUNS)</li> </ul>	purposes with CBD focused commuter trips. <ul style="list-style-type: none"> <li>Bus priority at strategic locations (e.g. intersections).</li> <li>Walking and micro mobility network and prioritisation reinforces rail stations/bus stop connections (Bellevue, Matua, Otumoetai) and links to CBD, as well as enabling short local trips using active modes.</li> <li>Safe travel speeds to support walking and cycling to schools etc.</li> </ul>	
Central	<b>Mount Maunganui Local Connector</b>  Via Maunganui Road; Totara Street	Maunganui Road: Activity street, Passenger transport and active mode / micro mobility movement priority.  Totara Street: Link corridor, Freight movement priority  <u>Existing Classification(s)</u> <ul style="list-style-type: none"> <li>Regional Function (TUNS) – Maunganui Road and Totara Street</li> </ul>	<ul style="list-style-type: none"> <li>Maunganui Road is an active route with a mixture of cars, buses, cyclists / micro mobility accessing local schools and travelling between the Mount and other areas for work and other purposes.</li> <li>Parking costly in this area and in high demand, but micro mobility and passenger transport are cost effective and convenient alternatives.</li> <li>Maunganui Road - bus priority measures in AM and PM peak.</li> <li>Priority adapts through movement and placemaking along Maunganui Road, i.e. prioritises place making at commercial centres and schools etc.</li> </ul>	WBoP Mode Shift Scenarios Study <ul style="list-style-type: none"> <li>Maunganui Road identified as 'primary mass transport route'.</li> <li>Totara Street identified as 'secondary mass transit route'.</li> </ul> Strategic Journeys Workshop with partner staff (February 2020).

Smart Growth Corridor	Strategic journey(s) <sup>5</sup>	UFTI strategic function and movement / mode priority	Customer experience expectations	UFTI Project – Specific Research
			<ul style="list-style-type: none"> <li>• Totara Street is a direct cycling connection to the CBD with safe and high-quality infrastructure for commuters.</li> <li>• Totara Street is the preferred route for freight access to the Port and surrounding land uses.</li> </ul>	
Central	<p><b>Welcome Bay local connector</b></p> <p>Via Welcome Bay Road</p>	<p>Activity Street - Welcome Bay urban to SH29 passenger transport and active mode movement priority.</p> <p>Link Corridor - Welcome Bay urban to Te Puke Highway general traffic movement priority.</p> <p><u>Existing Classification(s)</u></p> <ul style="list-style-type: none"> <li>• City Arterial (TUNS)</li> </ul>	<ul style="list-style-type: none"> <li>• Bus prioritisation from Arawata Avenue to SH29A enables efficient travel by passenger transport during AM and PM peaks</li> <li>• Cycling / multimodal facilities provide for safe movement within urbanised areas along the journey.</li> <li>• Provides for local access to properties along Welcome Bay Road and access to side streets.</li> <li>• Park and ride / interchange facility to connect Welcome Bay catchment with wider passenger transport system.</li> <li>• Priority adapts through movement and placemaking within the urban areas of the journey, i.e. prioritises place making at commercial centres and schools etc.</li> </ul>	<p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>• Urban section identified as 'secondary mass transit route'.</li> </ul>
Northern & central	<p><b>Blue corridor (ferry connector)</b></p>	<p>Link corridor, Passenger transport movement priority; Limited placemaking to station and passenger facilities.</p>	<ul style="list-style-type: none"> <li>• Reliable services throughout the day, more frequent in peak times.</li> </ul>	<p>UFTI Programmes Transport Modelling</p> <p>WBoP Mode Shift Scenarios Study</p>

Smart Growth Corridor	Strategic journey(s) <sup>5</sup>	UFTI strategic function and movement / mode priority	Customer experience expectations	UFTI Project – Specific Research
	<ul style="list-style-type: none"> <li>• Omokoroa to City Centre</li> <li>• Pilot Bay to City Centre</li> </ul>	<p><u>Existing Classification(s)</u> N/A – these ferry journeys will be a new addition to the WBoP transport system, and therefore are currently not classified via any partner process.</p>	<ul style="list-style-type: none"> <li>• Quick boarding and alighting and integrated ticketing.</li> <li>• Multi-modal interchanges at key locations to support seamless journeys.</li> <li>• Available technology i.e. real time information (apps, on-site), Wi-Fi</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to move 1,100 people in the AM peak 2063 (20% mode share - northern corridor).</li> </ul> <p>Priority One Ferry Demand Study</p>
Central	<p><b>Rail cross city connector</b></p> <p>Via Te Maunga – Matapihi - CBD</p>	<p>Link corridor; Freight and passenger transport movement priority by time of day; Limited placemaking to station and public facilities.</p> <p><u>Existing Classification(s)</u> N/A – rail journeys are a new addition to the WBoP transport system, and therefore are not classified via any partner process. The East Coast Main Trunk Line is strategically important to KiwiRail and the Government.</p>	<ul style="list-style-type: none"> <li>• Connects the key centres of Baypark (Arataki/Te Maunga) to the City centre via Matapihi (with possible other stops in future growth).</li> <li>• Multi-modal use supporting both freight and people movement. Conflict (between freight and people movement) is well managed.</li> <li>• Efficient (and possible expanded) use of space where both freight and passenger rail, and alternative modes can share.</li> <li>• No access provided for standard vehicles i.e. cars, trucks.</li> </ul>	UFTI Programmes Transport Modelling
Northern, central and eastern	<p><b>Rail sub-regional connector</b></p> <p>Via Apata - Omokoroa to City Centre; City Centre to Paengaroa</p>	<p>Link corridor; Freight and passenger transport movement priority by time of day; Limited placemaking to station and passenger facilities.</p> <p><u>Existing Classification(s)</u></p>	<ul style="list-style-type: none"> <li>• Conflict of freight and passenger rail services are well managed across the rail system. Service priority is programme and time of day specific.</li> <li>• Frequent passenger rail services move people quickly across longer distances.</li> </ul>	<p>UFTI Programmes Transport Modelling</p> <p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>• Potential to move 1,100 people in the AM peak 2063 (20% mode share - northern corridor).</li> </ul>

Smart Growth Corridor	Strategic journey(s) <sup>5</sup>	UFTI strategic function and movement / mode priority	Customer experience expectations	UFTI Project – Specific Research
		<i>N/A – rail journeys are a new addition to the WBoP transport system, and therefore are not classified via any partner process. The East Coast Main Trunk Line is strategically important to the BoP region, KiwiRail and the Government.</i>	<ul style="list-style-type: none"> <li>Limited station stops in peak times for passenger rail i.e. direct services.</li> </ul>	<ul style="list-style-type: none"> <li>Potential to move 2,880 people in the AM peak 2063 (20% Modeshift – eastern corridor).</li> </ul>
Northern	<b>Waihi to Omokoroa</b>  Via Katikati	<p>Link corridor; General traffic movement priority Waihi to Katikati with passenger transport (programme specific).</p> <p><u>Existing Classification(s)</u></p> <ul style="list-style-type: none"> <li>Regional (ONC)</li> </ul>	<ul style="list-style-type: none"> <li>Regional and intra-regional traffic and freight use.</li> <li>Frequent bus service from Katikati to Omokoroa with priority as required and specific to preferred programme (see below).</li> <li>Priority adapts through movement and placemaking along the journey i.e. prioritises place making at town centres.</li> </ul>	
Northern	<b>Omokoroa to City Centre (current journey pre TNL)</b>	Link corridor, General traffic movement priority with passenger transport.	<ul style="list-style-type: none"> <li>Regional and intra-regional traffic and freight use.</li> <li>Frequent bus service from Omokoroa to the City Centre with priority as required.</li> <li>Priority adapts through movement and placemaking along the journey i.e. prioritises place making at town centres.</li> </ul>	<p>Regional Freight Flows Study</p> <ul style="list-style-type: none"> <li>4,000 HVs per day by 2043, 63% increase from 2018 (Te Puna)</li> </ul> <p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>Identified as a 'primary mass transit route'.</li> <li>Potential to move 1,100 people in the am peak 2063 (20% mode share - northern corridor).</li> </ul> <p>Strategic Journeys Workshop with partner staff (February 2020)</p>

Smart Growth Corridor	Strategic journey(s) <sup>5</sup>	UFTI strategic function and movement / mode priority	Customer experience expectations	UFTI Project – Specific Research
Northern	<p><b>Omokoroa to Cameron Road/15<sup>th</sup> Avenue (current journey post TNL)</b></p> <p>Via Whakamarama, Te Puna, Bethlehem</p>	<p>Link corridor, Passenger transport movement priority.</p> <p><u>Existing Classification(s)</u></p> <ul style="list-style-type: none"> <li>Regional (ONC)</li> </ul>	<ul style="list-style-type: none"> <li>Reliable, consistent journey times for passenger transport users</li> <li>Appealing alternatives to single occupant private vehicle use through priority for other modes.</li> <li>Provides access to Te Puna and Bethlehem as well as through movement to Cameron Road.</li> <li>Legible and efficient connections to move elsewhere around Te Papa Peninsula.</li> <li>Priority adapts through movement and placemaking along the journey i.e. prioritises place making at town centres.</li> </ul>	<p>Regional Freight Flows Study</p> <ul style="list-style-type: none"> <li>4,000 HVs per day by 2043, 63% increase from 2018 (Te Puna)</li> </ul> <p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>Identified as a 'primary mass transit route'.</li> <li>Potential to move 1,100 people in the am peak 2063 (20% mode share - northern corridor).</li> </ul> <p>Strategic Journeys Workshop with partner staff (February 2020)</p>
Northern	<p><b>Omokoroa to Takitimu Drive (new journey)</b></p> <p>Via Omokoroa to Te Puna - Tauranga Northern Link</p>	<p>Link corridor, Freight, Passenger transport / High occupant vehicle and micro mobility movement priority.</p> <p><u>Existing Classification(s)</u></p> <p>N/A – as route is still to be constructed. Based on current ONC – SH2 North is Regional.</p>	<ul style="list-style-type: none"> <li>High speed, low access, reliable journey times.</li> <li>Priority in managed traffic lanes for passenger transport and high occupancy vehicles.</li> <li>Separated cycle path provides for high speed cycling and connects to wider cycle network.</li> </ul>	<p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>Identified as a 'primary mass transit route'.</li> <li>Potential to move 1,100 people in the am peak 2063 (20% mode share - northern corridor).</li> </ul> <p>Strategic Journeys Workshop with partner staff (February 2020)</p>
Western	<p><b>The Lakes Local Connector</b></p> <p>Via Takitimu Drive/SH29/SH36</p>	<p>Link corridor, Passenger transport movement priority.</p> <p><u>Existing Classification(s)</u></p>	<ul style="list-style-type: none"> <li>High people movement function.</li> <li>Passenger transport movement priority to connect south western</li> </ul>	<p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>Identified as a 'primary mass transit route'.</li> </ul>

Smart Growth Corridor	Strategic journey(s) <sup>5</sup>	UFTI strategic function and movement / mode priority	Customer experience expectations	UFTI Project – Specific Research
	Roundabout – Pyes Pa Road Roundabout	<ul style="list-style-type: none"> <li>Primary Collector (ONC)</li> </ul>	<p>growth areas to Cameron Road and the central corridor.</p> <ul style="list-style-type: none"> <li>Park and ride stations connect wider catchment to passenger transport movement priority.</li> </ul>	
Western	<p><b>Tauriko to Lower Kaimais</b></p> <p>Via Takitimu Drive/SH29 Roundabout to Lower Kaimais</p>	<p>Link corridor, Freight movement priority.</p> <p><u>Existing Classification(s)</u></p> <ul style="list-style-type: none"> <li>National (ONC)</li> </ul>	<ul style="list-style-type: none"> <li>High number of freight and goods vehicle movements.</li> <li>Safe passing facilities provided, to overcome speed differentials where necessary.</li> <li>Limited and well managed side access to ensure efficient movement of goods and people.</li> </ul>	<p>Regional Freight Flows Study</p> <ul style="list-style-type: none"> <li>3,000 HVs per day by 2043, 64% increase from 2018 (Kaimai)</li> </ul>
Western	<p><b>Tauriko Local Connections</b></p> <p>Via Tauriko West Transport Structure Planning</p>	<p>To be determined via current planning processes i.e Tauriko West Business Case and structure planning.</p>	<p>To be determined – needs to support both place and movement principles.</p>	
Eastern	<p><b>Te Maunga to Paengaroa</b></p> <p>via Tauranga Eastern Link/SH2</p>	<p>Link corridor, Freight movement priority; May be some passenger transport movement priority (programme specific).</p> <p><u>Existing Classification(s)</u></p> <ul style="list-style-type: none"> <li>National (ONC) – SH2 East</li> </ul>	<ul style="list-style-type: none"> <li>High speed travel in a safe environment.</li> <li>High volume of freight vehicles. Freight has priority where necessary.</li> <li>Limited and well managed side access to ensure efficient movement of goods and people.</li> </ul>	<p>Regional Freight Flows Study</p> <ul style="list-style-type: none"> <li>1,170 HVs per day by 2043, 38% increase from 2018 (SH2 to Whakatane)</li> </ul> <p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>Identified as a 'primary mass transit route'.</li> </ul>

Smart Growth Corridor	Strategic journey(s) <sup>5</sup>	UFTI strategic function and movement / mode priority	Customer experience expectations	UFTI Project – Specific Research
Eastern	<p><b>Papamoa to Te Tumu</b></p> <p>via Domain Road – Tara Road - Te Okuroa Drive - The Boulevard</p>	<p>Activity street, Passenger transport and active modes / micro mobility movement priority.</p> <p><u>Existing Classification(s)</u></p> <ul style="list-style-type: none"> <li>• Not classified in TUNS or ONC.</li> <li>• Arterial and Collector (TCC City Plan)</li> </ul>	<ul style="list-style-type: none"> <li>• Passenger transport priority provides effective access to eastern end of Papamoa and new growth areas.</li> <li>• Cycle priority provides safe facility for micro mobility travel along the journey.</li> <li>• Quality facilities for pedestrians, cyclists, and passenger transport users deliver a multi modal outcome.</li> <li>• Places for people along the journey where access is higher priority and movement is lower priority, speeds will be variable.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential to move 2,880 people in the am peak 2063 (20% mode share - eastern corridor).</li> </ul> <p>Strategic Journeys Workshop with UFTI partners (February 2020).</p>
Eastern	<p><b>Te Puke Local Connector</b></p> <p>Domain Road roundabout - SH2/30 roundabout via Te Puke town centre.</p>	<p>Link corridor, General traffic or passenger transport movement priority (programme specific).</p> <p><u>Existing Classification(s)</u></p> <ul style="list-style-type: none"> <li>• Not classified in TUNS or ONC.</li> <li>• Secondary Arterial (WBoPDC District Plan)</li> </ul>	<ul style="list-style-type: none"> <li>• Intersections prioritise movement along the journey, whilst providing safe access to and from.</li> <li>• Supports movement of high value freight i.e. horticulture and other exports to Port of Tauranga and associated employee movements.</li> </ul>	<p>WBoP Mode Shift Scenarios Study</p> <ul style="list-style-type: none"> <li>• Identified as a 'secondary mass transit route'.</li> </ul> <p>Strategic Journeys Workshop with UFTI partners (February 2020)</p>

## Issues to Resolve

There are a number of issues within some of the journeys that the UFTI partners will need to resolve as part of the implementation of the strategic journey functions. The ones noted include:

SmartGrowth Corridor	Strategic Journey	Issue(s) to Resolve
Central	<p><b>City ring route</b></p> <p>Via Te Maunga roundabout (SH2/29A) - Takitimu Drive - Harbour Bridge - Hewletts Road</p>	<ul style="list-style-type: none"> <li>How ensure consistency of experience delivered on the SH29A section of the journey when it has two different ONC classifications?</li> <li>Is there more than can be done to encourage freight from East with a port destination onto rail (logs, kiwifruit, bottled water etc) - pricing is part of it but what else?</li> </ul>
Central	<p><b>City cross connector</b></p> <p>Via Maungatapu Roundabout/SH29A - Turret Road/15<sup>th</sup> Avenue - Cameron Road.</p>	<ul style="list-style-type: none"> <li>Will there be a ramp off 15<sup>th</sup> Avenue to Takitimu Drive and if so, how do we ensure that this supports the strategic function of the Journey?</li> <li>How will the passenger transport network from Omokoroa to City Centre (TNL and old SH2) access the City – is there a strategic option for a multimodal interchange within the 15<sup>th</sup> Avenue / Cameron Road precinct to support the wider Central Corridor and Te Papa Peninsula?</li> </ul>
Northern	<p><b>Omokoroa to Cameron Road/15<sup>th</sup> Avenue (current journey)</b></p> <p>Via Whakamarama, Te Puna, Bethlehem</p>	<ul style="list-style-type: none"> <li>What part of the journey will be subject to the TNL revocation conversation? (where will the TCC / NZTA ownership boundary be located)</li> </ul>
Eastern	<p><b>Papamoa to Te Tumu</b></p> <p>via Domain Road – Tara Road - Te Okuroa Drive - The Boulevard.</p> <p><b>Te Puke Local Connector</b></p> <p>Domain Road roundabout - SH2/30 roundabout via Te Puke town centre.</p>	<ul style="list-style-type: none"> <li>Needs an overall local network plan to support people and mode connections between the growth centres of Te Puke – Rangiuuru – Wairakei – Te Tumu. Need to ensure that this network supports the strategic function on the Paengaroa to Te Maunga journey along TEL.</li> <li>How to continue passenger transport priority (including future access to rail) north of Domain Road.</li> </ul>

## Secondary journeys: summary table

There are a number of supporting secondary journeys within and connecting the western Bay of Plenty subregion to the wider Bay of Plenty and upper and central North Island. These include:

Supporting Journey(s)	Strategic Function	Classification (ONC + TUNS)
<b>Barkes Corner roundabout to SH36 Roundabout</b> <ul style="list-style-type: none"> <li>Via Pyes Pa Road</li> </ul>	<ul style="list-style-type: none"> <li>Local trips and movement. Primarily moving people.</li> </ul>	City Arterial Function (TUNS)
<b>Paengaroa to Rotorua</b> <ul style="list-style-type: none"> <li>Via SH33/SH30</li> </ul>	<ul style="list-style-type: none"> <li>Movement of intra-regional goods and general traffic in a safe and reliable manner.</li> <li>Commuter connector between Rotorua and the Western BoP subregion.</li> </ul>	Regional Route (ONC)
<b>Route K Roundabout to Whakatane</b> <ul style="list-style-type: none"> <li>Via SH2</li> </ul>	<ul style="list-style-type: none"> <li>Movement of intra-regional goods and general traffic in a safe and reliable manner.</li> <li>Commuter connector between the Eastern and Western BoP subregions.</li> </ul>	Arterial (ONC)
<b>Pyes Pa Roundabout to Rotorua</b> <ul style="list-style-type: none"> <li>Via SH36</li> </ul>	<ul style="list-style-type: none"> <li>Movement of intra-regional goods and general traffic in a safe and reliable manner.</li> <li>Commuter connector between Rotorua and the Western BoP.</li> </ul>	Primary Collector (ONC)
<b>Lower Kaimais to Waikato and Auckland</b> <ul style="list-style-type: none"> <li>Via SH29/SH1</li> </ul>	<ul style="list-style-type: none"> <li>Movement of interregional goods and general traffic in a safe, efficient and reliable manner.</li> <li>National high volume freight route.</li> <li>Commuter connector between Matamata, wider Waikato and Western BoP subregion.</li> </ul>	National Route (ONC)
<b>Waihi Beach (north) to the Coromandel and Auckland</b> <ul style="list-style-type: none"> <li>Via SH2</li> </ul>	<ul style="list-style-type: none"> <li>Movement of intra-regional goods and general traffic in a safe and reliable manner.</li> <li>Freight primarily accessing Hauraki Plains, Coromandel and the western BoP.</li> <li>Tourism route that is safe and easy to navigate.</li> </ul>	Regional Route (ONC)

## Appendix A: Network Classification (One Network Classification, Tauranga Urban Network Study and TCC Street Design Guide)

How these classifications currently apply to the transport network may require review following the development of the Western Bay of Plenty System Operating Framework.

ONC Categories	Definition
<b>National</b>	<i>Make the largest contribution to the social and economic wellbeing of New Zealand by connecting major population centres, connecting to major ports or international airports and have high volumes of heavy commercial vehicles or general traffic.</i>
<b>Regional</b>	<i>Make a major contribution to the social and economic wellbeing of a region and connect to regionally significant places, industries, ports, or airports. They are also major connectors between regions and in urban areas may have substantial passenger transport movements</i>
<b>Arterial</b>	<i>Make a significant contribution to social and economic wellbeing, link regionally significant places, industries, ports, or airports and may be the only route available to some places within the region (i.e. they may perform a significant lifeline function). In urban areas they may have significant passenger transport movements and numbers of cyclists and pedestrians using the road.</i>
<b>Primary Collector</b>	<i>Locally important roads that provide a primary distributor/collector function, linking significant local economic areas or areas of population. They may be the only route available to some places within the region and in urban areas they may have moderate passenger transport movements and numbers of cyclists and pedestrians using the road.</i>
<b>Secondary Collector</b>	<i>Roads that provide a secondary distributor/collector function, linking local areas of population and economic sites and may be the only route available to some places within this local area.</i>
<b>Access</b>	<i>These are all other roads. Low volume roads within this category will fall into the low volume subset.</i>
TUNS Categories	Definition
<b>National function</b>	<i>Long distance freight / Port of Tauranga freight</i>
<b>Regional function</b>	<i>Long distance commute / regional and local freight</i>
<b>City arterial function</b>	<i>Short distance commute / city access</i>

ONC Categories	Definition
<b>Rail function</b>	<i>East Coast Main Trunk</i>
<b>Link Corridors</b>	These streets have a lower Place status as the type of activity and land use means it has a smaller catchment. The higher Link status indicates that the street may be an important route for freight, public transport, private vehicles or cyclists.
<b>Activity Streets</b>	These streets have both a higher Place and Link status. These locations are busy places with lots of activity from people visiting the street due to the adjacent land uses, and a high amount of through movement which may be from people travelling in private vehicles, on public transport or on foot.
<b>Places for People</b>	These streets have a higher Place status representing locations which attract people from outside the immediate area. The lower Link status indicates that these streets are mainly for activity with little or no through movement. Examples include pedestrianised streets, plazas, civic spaces.
<b>Local Streets</b>	This is the majority of streets in Tauranga. They are mainly residential but can also include industrial streets where there is little interaction between the land use and the street. They have a lower Place status as their catchment is limited to those who live on the streets. Link status is also lower with limited or no through movement.

## Appendix B: Strategic Transport Journeys: UFTI Interim Report: Short-listed Programme Differences

The below table outlines the strategic transport journey differences across the four shortlisted programmes within the UFTI Interim Report.

Smart Growth Corridor	Strategic journey(s)	Rail Enabled Growth	Connected Urban villages	Two urban centres	Dispersed growth
Northern & central	<b>Blue corridor (ferry connector)</b> <ul style="list-style-type: none"> <li>Omokoroa to City Centre</li> <li>Pilot Bay to City Centre</li> </ul>	Ferry is only between Mount - CBD. Rail provides passenger transport connection for northern corridor.	Ferry services Omokoroa – CBD and Mount – CBD.	No ferry service as growth is south west and east.	No ferry service as growth (population and employment) is dispersed.
Northern & eastern	<b>Rail sub-regional connector</b> Via Apata - Omokoroa to City Centre; City Centre to Paengaroa	With passenger rail, passenger transport movement is a priority for the corridor during the weekday peak periods and freight has priority at other times.	No passenger rail, freight is the priority.	No passenger rail, freight is the priority, if passenger rail Te Puke to CBD is included then passenger transport is priority at peak times.	No passenger rail, freight is the priority.
Central	<b>Rail cross city connector</b> Via Te Maunga – Matapihi - CBD	Passenger rail priority from 7am to 9am and 3pm to 6pm weekdays. Freight priority at all other times.	Freight priority only, no passenger rail services.	Freight priority. Potential for passenger rail between CBD and Te Puke to be considered.	Freight priority only, no passenger rail services.
Central	<b>City ring route</b> Via Te Maunga roundabout (SH2/29A) - Takitimu Drive - Harbour Bridge - Hewletts Road	Full ring route as described, designated as inter-regional freight route.	SH29A from SH29 to Barks corner is a bus priority route. SH29A from Barks Corner to Oropi Rd roundabout is a bus feeder route.	Same as Connected Urban Villages, except SH29A from Oropi Rd roundabout to Bayfair is not reclassified from current function as a State Highway.  HOV corridor to provide for east – west commuter movements.	Same as Two urban centres, except SH29A between SH29 and Oropi Rd roundabout is a bus feeder route.

Smart Growth Corridor	Strategic journey(s)	Rail Enabled Growth	Connected Urban villages	Two urban centres	Dispersed growth
Central	<b>City cross connector</b> Via Maungatapu Roundabout/SH29A - Turret Road/15 <sup>th</sup> Avenue - Cameron Road.	15 <sup>th</sup> Avenue, SH29 to Cameron Road – no change from current classification. Turret Rd, Cameron Rd to SH29A – bus feeder route.	Same as in Rail enabled growth; but 15 <sup>th</sup> Avenue segment is a passenger transport movement priority corridor.	Bus feeder route.	15 <sup>th</sup> Avenue, SH29 to Cameron Rd – bus feeder route. Turret Road segment unchanged from current classification.
Central	<b>Tauriko to City Centre</b> Via SH29 – Cameron Road - Chapel Street/Harbour Bridge overbridge	Same across all programmes, location and number of centres and interchange facilities may vary.			
Central	<b>Fraser Street</b> Via Chadwick Road Greerton Roundabout to Devonport Road Roundabout	Same in all programmes.			
Central	<b>Otumoetai local loop</b> Via Cameron Road/Harbour Bridge overbridge – Chapel Street – Ngatai Road – Otumoetai Road – Bellevue Road – Waihi Road – 11 <sup>th</sup> Avenue/Cameron Road	Passenger transport priority across the loop, active mode connectivity is important.	Same as Rail Enabled Growth.	Same as Rail Enabled Growth.	Cameron Road retains passenger transport priority corridor status, others are not passenger transport movement priority corridors.
Central	<b>Mount Maunganui Local Connector</b> Via Maunganui Road; Totara Street	Maunganui Rd, Totara St are not identified for a passenger transport feeder or movement priority corridor. They will provide	Totara St is a passenger transport movement priority corridor – Maunganui Rd as per rail enabled growth.	Same as Rail Enabled Growth.	Same as Rail Enabled Growth.

Smart Growth Corridor	Strategic journey(s)	Rail Enabled Growth	Connected Urban villages	Two urban centres	Dispersed growth
		multi-modal connectivity to Mount Maunganui area.			
Central	<b>Welcome Bay local connector</b>  Via Welcome Bay Road	Bus feeder route along portion of Welcome Bay Road (Arawata Rd to SH29A), Park and Ride at SH29A intersection.	Park and Ride at SH29A intersection, and no bus feeder route.	Same as Rail Enabled Growth.	No bus feeder route or park and ride higher capacity due to extra growth and demand in Welcome Bay.
Northern	<b>Waihi Beach to Omokoroa</b>  Via Katikati	Emphasis on connecting passenger transport to rail station near Apata.	Emphasis on connecting passenger transport services to frequent passenger transport corridor south of Omokoroa.	Emphasis on connecting passenger transport movement to park and ride stations	Passenger transport movement priority extends to Waihi to support wider growth area.
<b>Northern</b>	<b>Omokoroa to city centre (current journey pre TNL)</b>	Less emphasis on passenger transport movement priority with Rail and Tauranga Northern Link (TNL) corridor providing passenger transport routes.	Higher emphasis on passenger transport movement priority providing alternative to Ferry and Tauranga Northern Link (TNL) route.	Less emphasis on passenger transport movement priority (feeder services) as lower growth in the north	Passenger transport movement priority will be limited due to the need to provide capacity for vehicles to accommodate the larger growth area
Northern	<b>Omokoroa to Cameron Road/15<sup>th</sup> Avenue (current journey post TNL)</b>  Via Whakamarama, Te Puna, Bethlehem	Less emphasis on passenger transport movement priority with Rail and Tauranga Northern Link (TNL) corridor providing passenger transport routes.	Higher emphasis on passenger transport movement priority providing alternative to Ferry and Tauranga Northern Link (TNL) route.	Less emphasis on passenger transport movement priority (feeder services) as lower growth in the north	Passenger transport movement priority will be limited due to the need to provide capacity for vehicles to accommodate the larger growth area
Northern	<b>Omokoroa to Takitimu Drive (new journey)</b>	Same in all programmes.			

Smart Growth Corridor	Strategic journey(s)	Rail Enabled Growth	Connected Urban villages	Two urban centres	Dispersed growth
	Via Omokoroa to Te Puna - Tauranga Northern Link				
Western	<b>The Lakes Local Connector</b> Via Takitimu Drive/SH29/SH36 Roundabout – Pyes Pa Road Roundabout	Passenger transport movement priority to serve existing growth areas.	Passenger transport movement priority to serve existing growth areas.	Passenger transport movement priority may need to extend further to serve wider growth area with park and ride station(s).	Passenger transport movement priority may need to extend further to serve wider growth area with park and ride station(s).
Western	<b>Tauriko to Lower Kaimais</b> Via Takitimu Drive/SH29 Roundabout to Lower Kaimais	Same in all programmes.			
Western	<b>Tauriko Local Connections</b> Via Tauriko West Transport Structure Planning	To be determined via business case and structure planning.			
Eastern	<b>Te Maunga to Paengaroa</b> via Tauranga Eastern Link/SH2	Freight movement priority, passenger transport movement priority on alternative routes.	Will include passenger transport movement priority between Te Maunga and Domain Road depending on the route of express passenger transport services.	Will include passenger transport movement priority between Te Maunga and Domain Road depending on the route of express passenger transport services.	May include passenger transport movement priority between Te Maunga and Domain Road depending on the route of express passenger transport services and space available beyond providing capacity for freight and other vehicles required for wider growth pattern.

Smart Growth Corridor	Strategic journey(s)	Rail Enabled Growth	Connected Urban villages	Two urban centres	Dispersed growth
Eastern	<b>Papamoa to Te Tumu</b> via Domain Road – Tara Road - Te Okuroa Drive - The Boulevard	Passenger transport movement and cycle priority across all programmes. Routes for these modes may differ between programmes toward rail station at Domain Road or continuing along the corridor for example.			
Eastern	<b>Te Puke Local Connector</b> Domain Road roundabout - SH2/30 roundabout via Te Puke town centre.	General traffic and local freight priority, passenger transport is provided via passenger rail.	Passenger transport movement priority.	Passenger transport movement priority.	Some passenger transport movement priority but will need capacity to provide for wider growth area, may need high occupancy vehicle priority as well.