

MIN-4246 Tauriko Network Connections DBC – further information

27 June 2023

Provide further advice on the Tauriko Network Connections Detailed Business Case, which is to be publicly endorsed by Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council on 27 June 2023.

Waka Kotahi NZ Transport Agency's response:

Project outline

- A summary of the final project, including plans, can be found in the **enclosed** presentation to the Councils on the Tauriko Network Connections DBC.
- The estimated cost of the project is:
 - P50 cost - \$2.3 billion
 - P95 cost - \$2.8 billion.
- The Detailed Business Case is available on the Tauranga City Council website as part of the meeting agenda for today, starting from page 20:
 - https://infocouncil.tauranga.govt.nz/Open/2023/06/CO_20230627_AGN_2569_AT.PDF
- The key changes affect the upgrades to the SH29A section between the proposed Takitimu Drive Toll Road and Barkes Corner interchanges, and a reconfiguration of the Takitimu Drive Toll Road interchange to better align to desired outcomes (outlined above) and to respond to the natural landform, and to reduce impacts on the Kopurererua Stream and the natural wetland and stormwater features of the area.
- The recommended option includes:
 - Improved public transport network including public transport hub with bus priority lanes on SH36 and SH29A to connect the new hub to the Cameron Road multimodal corridor.
 - An integrated walking and cycling network with safe grade-separated crossings at multiple locations.
 - An upgraded Omanawa Road intersection and new two-lane highway between Omanawa Road and Redwood Lane.
 - A new grade-separated interchange at Redwood Lane and Kaweroa Drive, continuing to provide access to Tauriko West and the Tauriko Business Estate.
 - New four-lane SH29 from Redwood Lane to the new Takitimu North Link interchange, with underpasses at Tauriko Village and Cambridge Road.
 - A new grade-separated interchange at Takitimu Drive Toll Road, connecting SH29, SH29A, and SH36.
 - Existing SH29A widened to six lanes (two bus-only, four general traffic) from Takitimu Drive Toll Road to Barkes Corner.

- A new grade-separated interchange at Barkes Corner, which will separate traffic on Cameron Road and Pyes Pa Road from through-traffic on SH29A.
- Existing SH29 retained as local road between Redwood Lane and Takitimu Drive Toll Road, with a small realignment and extension to connect with the Redwood Lane interchange.
- The recommendation includes delivering the works in four stages. This will help deliver the programme in an efficient manner to maximise integration, minimise disruption, reduce re-work and cost, and ensure delivery of improvements is proportionate to the need at the time.

Tauriko West Enabling Works summary

- Shorter-term 'enabling' improvements are underway in Tauriko West, to provide access into the Tauriko growth area and the Tauriko Business Estate, and to improve safety on State Highway 29 at key locations. These integrate into the ultimate long-term scheme.
- More information about the improvements can be found at:
<https://www.nzta.govt.nz/projects/tauriko-network-plan/tauriko-enabling-works/>
- The Enabling Works are currently in the consenting phase, with the hearing for the Redwood Lane (southern) intersection happening tomorrow, Wednesday 28 June 2023. Submissions on the northern section close in July 2023. Procurement is underway, but has been slowed down while the consenting processes progress. The intention is to proceed with construction of the Redwood Lane intersection this summer construction season.

Joint Council meeting

- The three Councils are meeting today, which will include:
 - Presentation from Waka Kotahi on the DBC (enclosed) with questions from the Councils
 - Each Council will hold a Council meeting in succession, to formally endorse the DBC
 - Media have been invited to attend, and the Councillors intend to hold a media stand-up after the meeting. Waka Kotahi staff do not intend to participate in the media portion of the event.
- TCC's media release, and Waka Kotahi's reactive media statement are enclosed. More detailed FAQs have also been prepared and can be provided if required.
- Note all Councils have already received informal and private briefings on the DBC, so significant objection is not expected today. The proposed resolutions are:

That the Council:

a) Receives the report "Tauriko SH29 Network Connections Detailed Business Case" (Business case).

b) Endorses the Business case being submitted to Waka Kotahi Board for approval.

c) Re-confirms to Waka Kotahi the Tauranga City Council position that there is a strong preference and need for the project to be delivered in a single stage within a decade (or by

2034) as opposed to the proposed staged delivery over many years potentially extending until 2050 given the significance of the corridor locally and nationally.

d) Recommends to Waka Kotahi that:

i) The next stage of the Business case delivery, including Detailed Design development, identify solutions to improve the performance of identified future 'pinch points' at Cameron Road / Barkes corner, and Takitimu Drive/SH29/SH29a/SH36 to ensure satisfactory Levels of Service and futureproofing; and

ii) A 4-lane bridge over the Omanawa stream is constructed in Stage 2, rather than the proposed 2-lane replacement bridge, to integrate with 4-lane sections of state highway to be constructed either side of the bridge and to support the function of this inter-regional freight route.

e) Notes that based on the principles established to confirm the cost share for delivering the Business case, the Tauranga City Council cost share is associated with delivery of:

(i) the roundabout at the southern Redwood Lane inter-change (in Stage 4), and

(ii) a walking & cycling path on Marshall Avenue (in Stage 3), with both components having a 49% Local Council share / 51% Funding Assistance Rate funding split for their total cost.

- For further context, (d)(i) relates to TCC's desire to ensure the project is futureproofed for future additional growth in the Western Corridor above what is currently in the agreed growth strategy. Waka Kotahi has worked constructively with TCC on identifying how the project could futureproof for this and the resolution does not pose any risk to the project.
- Draft resolution (d)(ii) similarly is related to the Commissioners' desire for futureproofing, and the precise width of the bridge would be worked through in detailed design.

SH29 Tauriko Network Connections DBC

Jessica Andrew – Regional Manager System Design
(Waikato Bay of Plenty)

Kaylene Meyer – Principal Project Manager

27 June 2023

Tauriko for Tomorrow

Working together to support a growing community

- Collaborative working approach with councils and mana whenua, stakeholders, landowners and the wider community
- By 2050 the western Bay of Plenty is projected to be home to 258,000 residents which could create one million transport movements per day on the transport network.
- Tauriko West is one of the large-scale urban developments proposed to support growth in the western Bay of Plenty, delivering a new community with an estimated 4000 new homes.
- The Tauriko Network Connections Detailed Business Case looks at how best to support a safe and sustainable community and growth in the Western Corridor into the future.

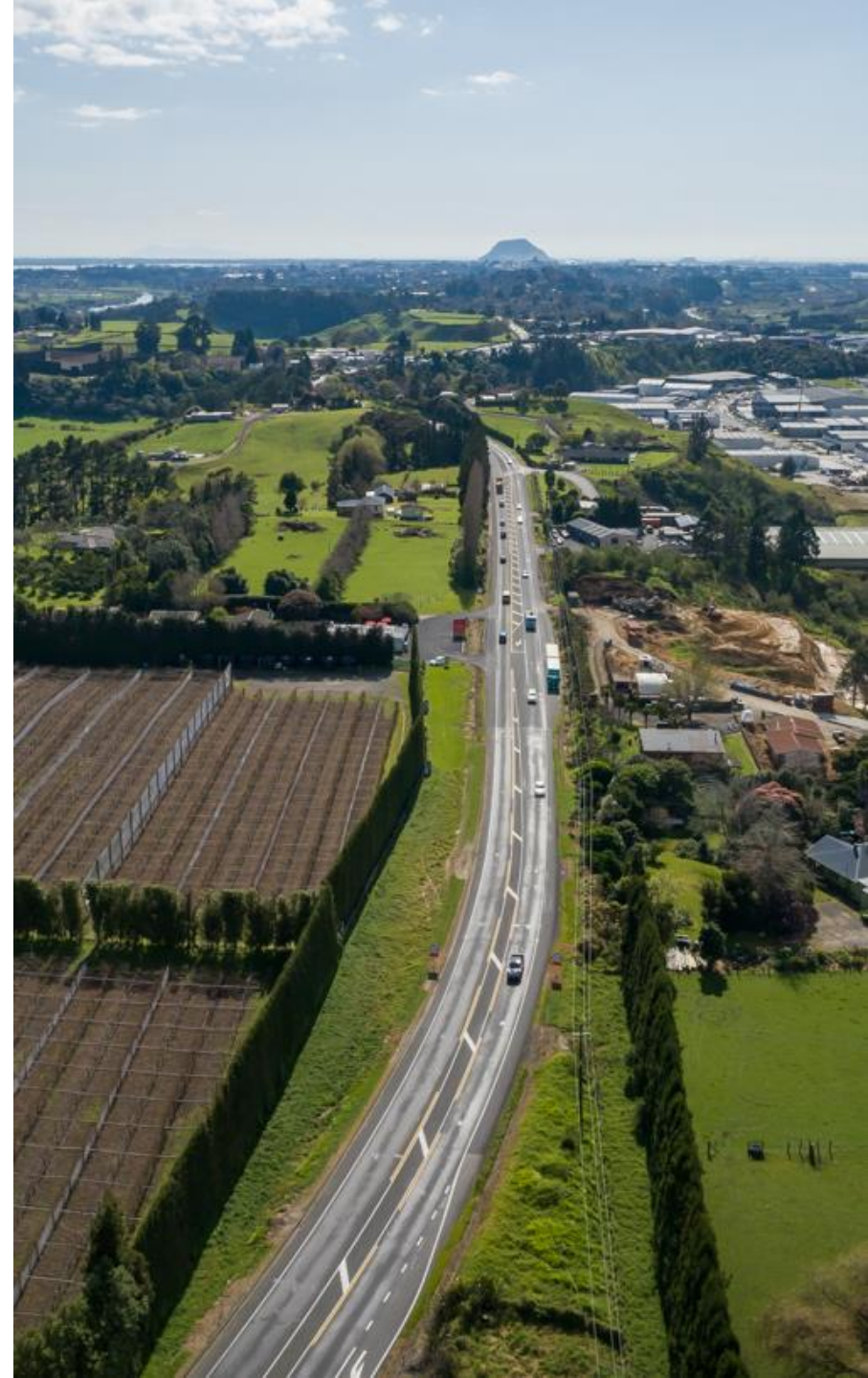


Transport improvements for the future

Tauriko Network Connections Detailed Business Case

The recommended option delivers solutions that:

- support urban growth at Tauriko West and the wider western corridor
- provide choice in how people want to travel
- protect strategic freight routes to and from the Port of Tauranga
- provide safety for all users
- improve resilience and environmental outcomes.

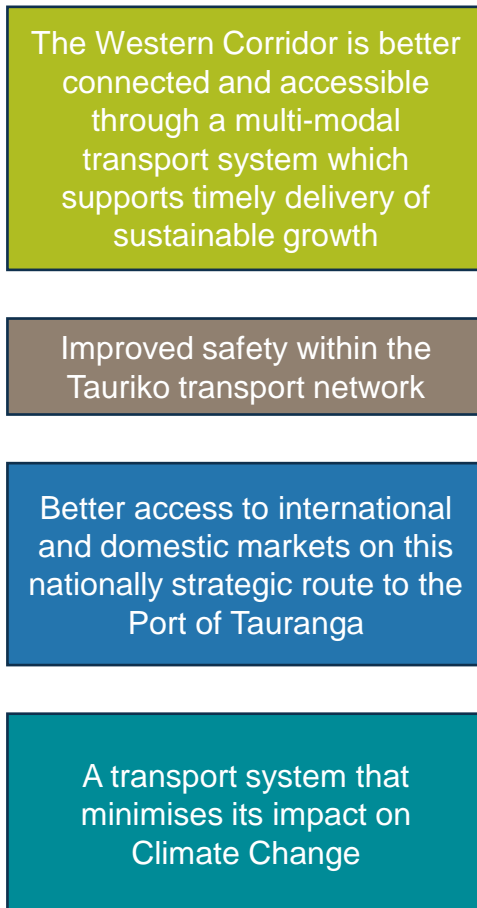


Benefits of investment in the Western Corridor

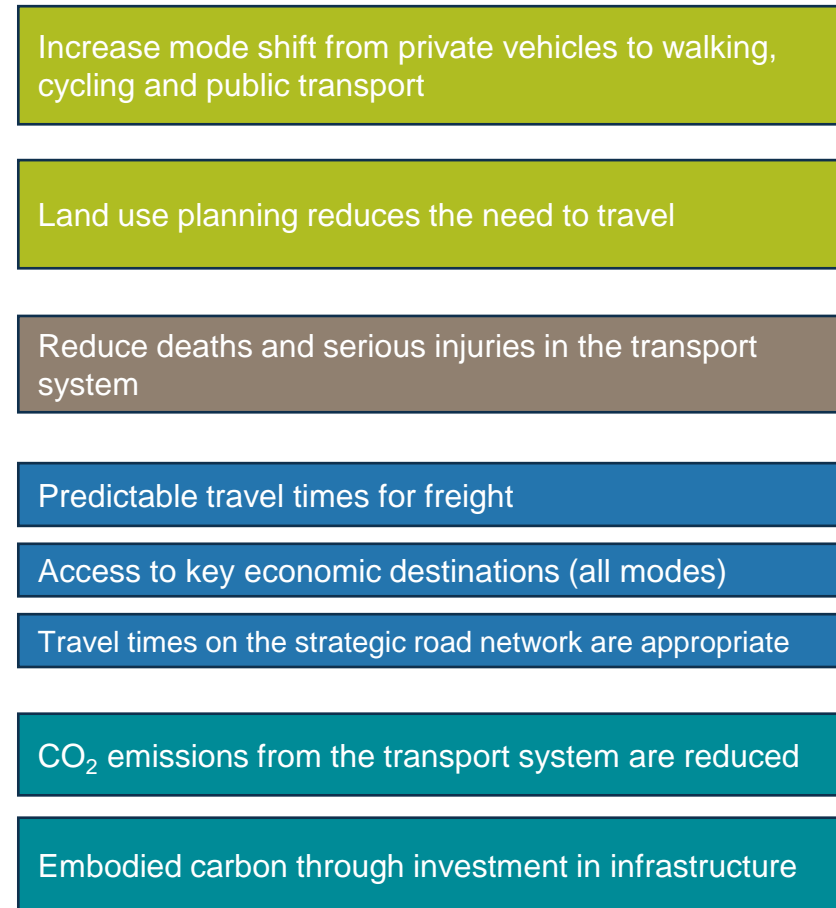
Transport outcomes



Western Corridor benefits

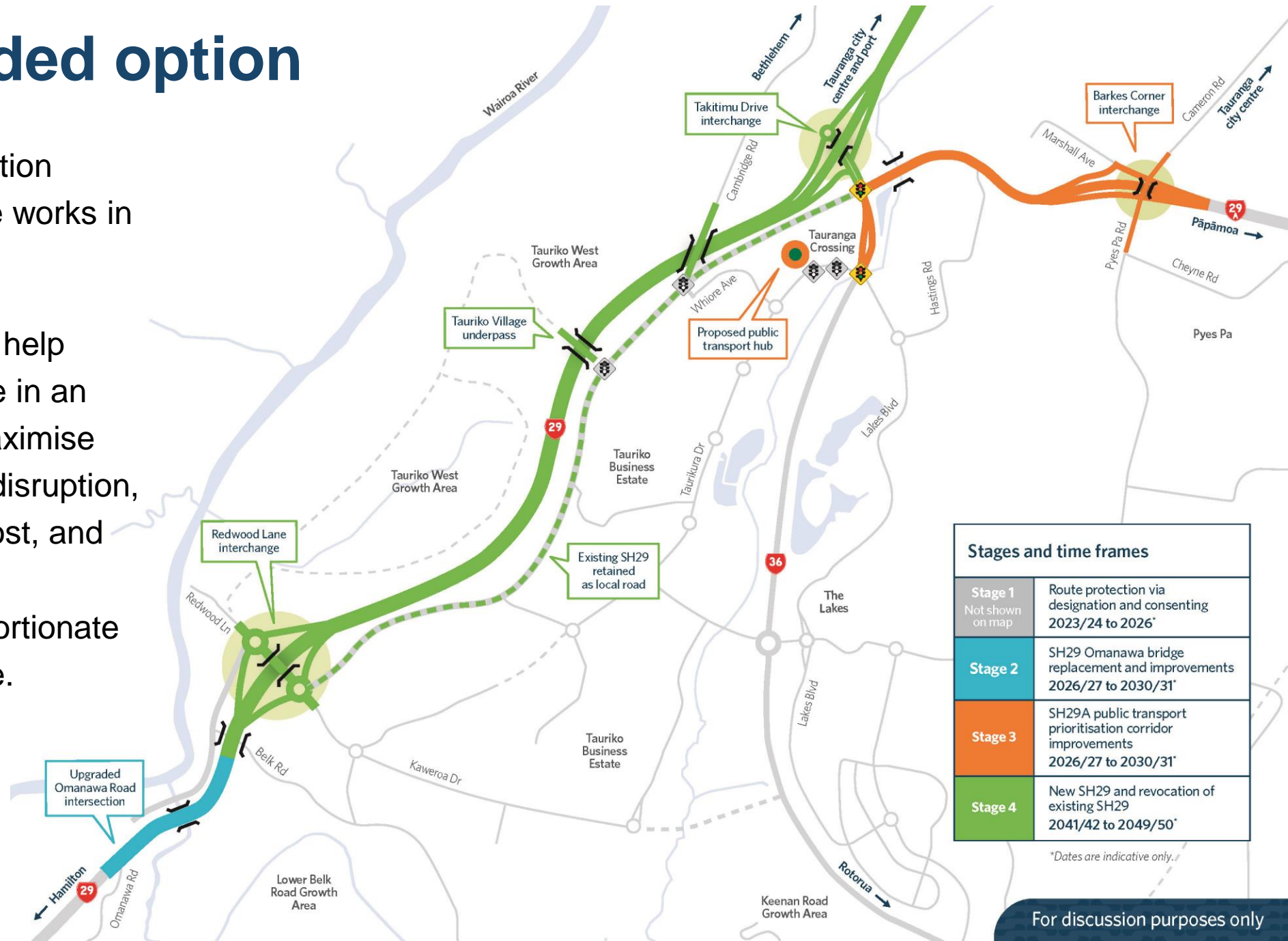


Western Corridor investment objectives



Recommended option

- The recommended option includes delivering the works in four stages
- Staging the works will help deliver the programme in an efficient manner to maximise integration, minimise disruption, reduce re-work and cost, and ensure delivery of improvements is proportionate to the need at the time.



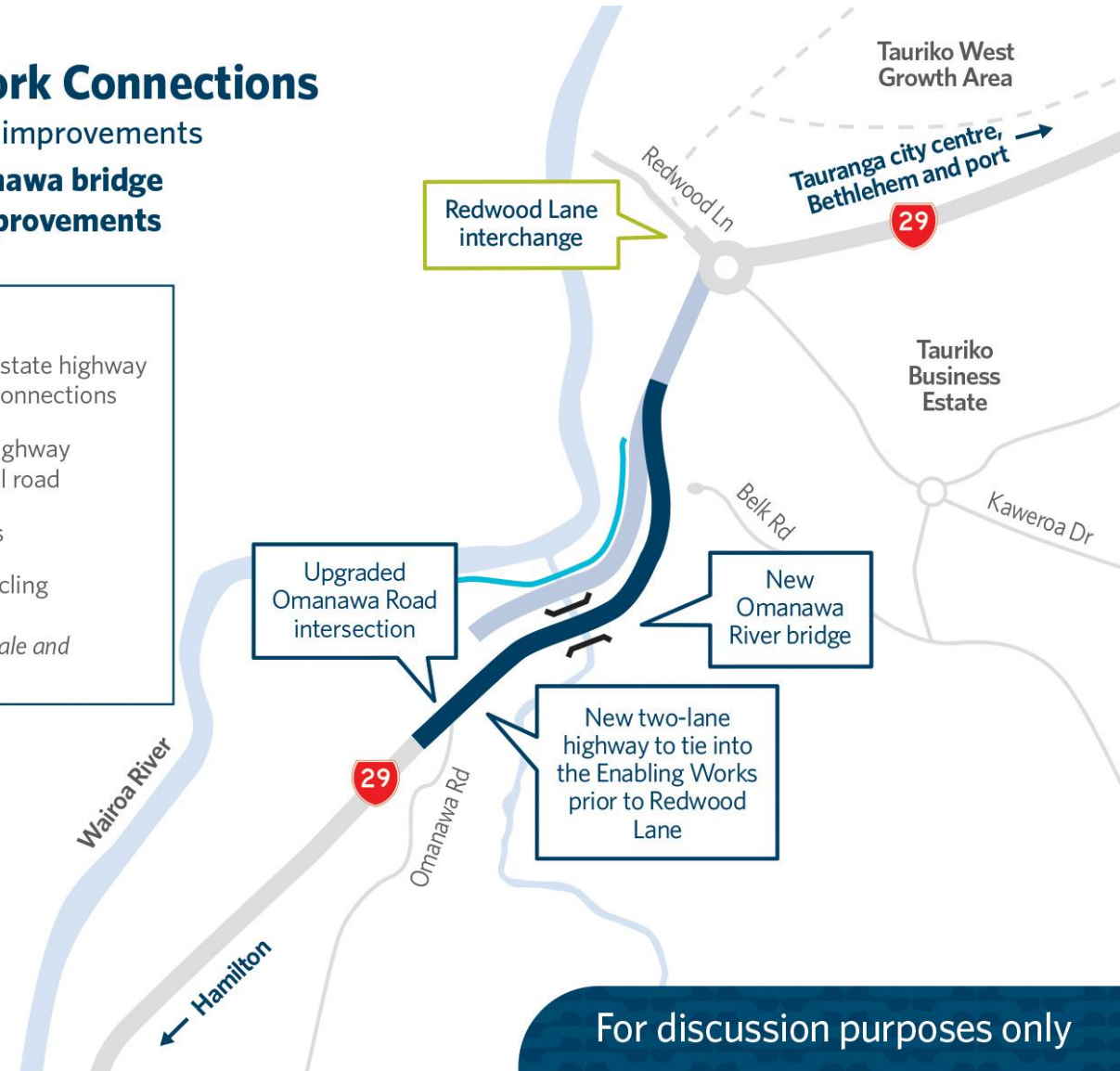
Stage 2 Omanawa bridge

- Omanawa Road to Redwood Lane roundabout
- Addresses resilience and safety concerns on the corridor and at Omanawa Road intersection
- 2026/27 to 2030/31

Tauriko Network Connections

Long-term transport improvements

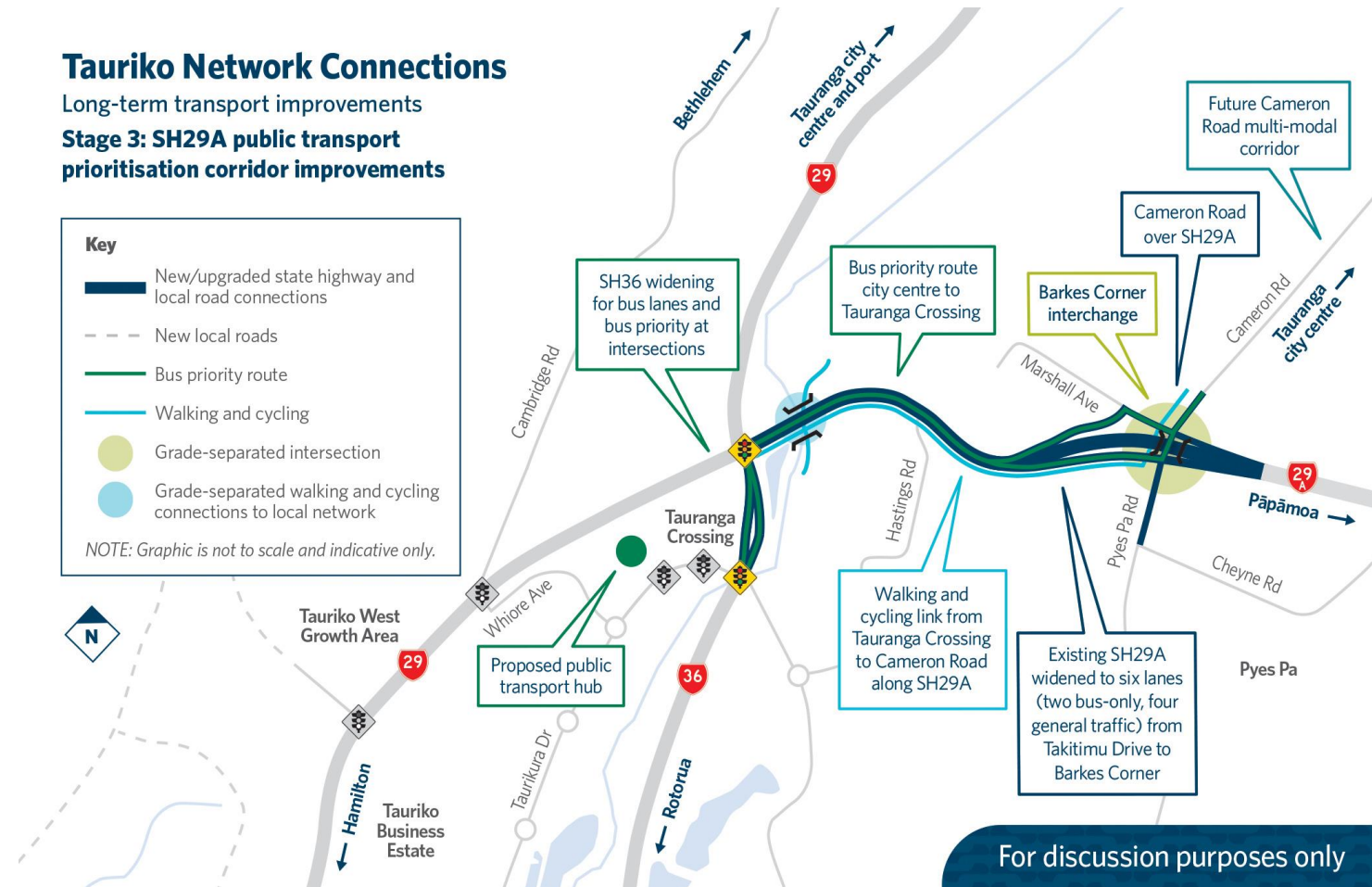
Stage 2: SH29 Omanawa bridge replacement and improvements



For discussion purposes only

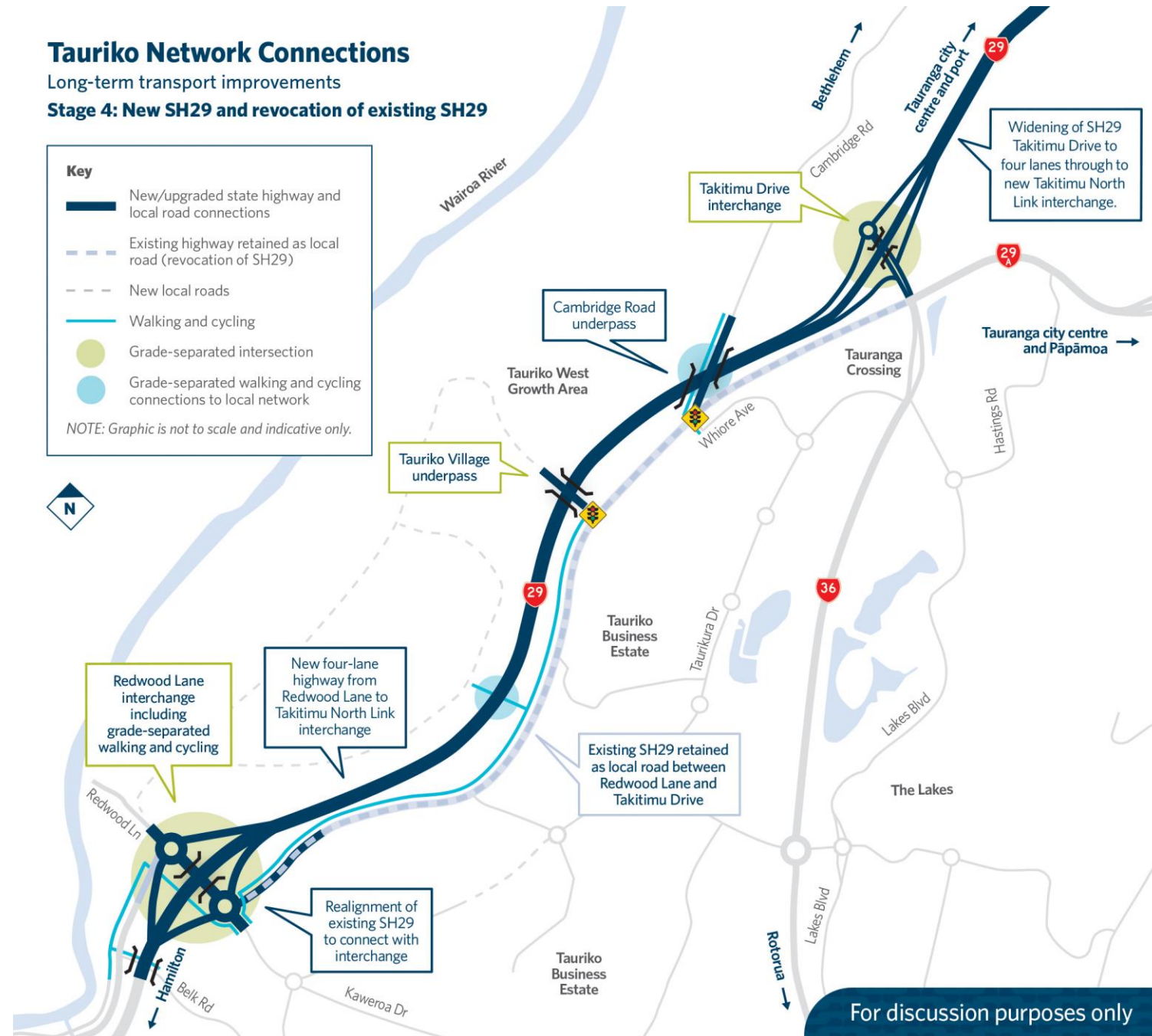
Stage 3 Public transport prioritisation corridor

- SH36/The Lakes and Takitimu Drive/SH29 signals
- SH29A six lanes and Barks Corner grade separated interchange including dedicated bus lanes
- Unlocks additional 2000 new homes in Tauriko West, Keenan Road and Merrick Road urban growth areas + Tauriko Business Estate extension → up to 10,472 total dwellings in Western Corridor
- 2026/27 to 2030/31



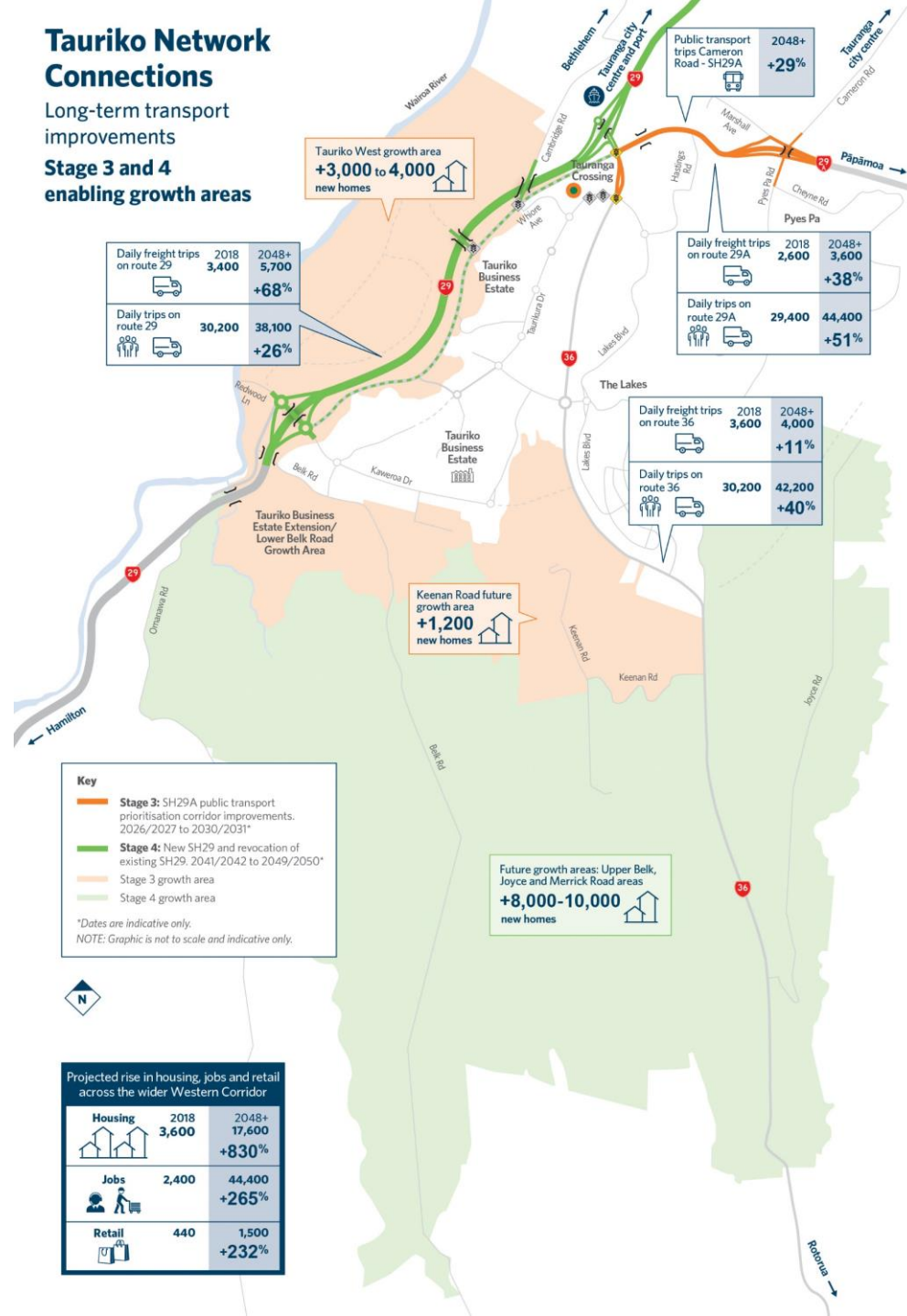
Stage 4 SH29 new offline highway

- Redwood Lane and Takitimu Drive interchanges
- Revocation of existing SH29 to local road
- Unlocks Upper Belk Road, Merrick Road and Upper Joyce Road urban growth areas → up to a total of 20,179 dwellings in the Western Corridor
- 2041/42 to 2049/50



Proposed land use triggers

- Enabling Works unlock the first 2000 new homes in Tauriko West
- **Stage 3** (SH29A public transport corridor) unlocks additional 2000 new homes in Tauriko West, Keenan Road and Merrick Road urban growth areas + Tauriko Business Estate extension → up to 10,472 total dwellings in Western Corridor
- **Stage 4** (Offline SH29) unlocks Upper Belk Road, Merrick Road and Upper Joyce Road urban growth areas → up to a total of 20,179 dwellings in the Western Corridor
- Additional improvements required to support total 30,000 dwellings in the Western Corridor – to be determined through the SDP process (outside scope of DBC)



Adaptive management approach to deliver the four phases

Programme principles

- **Implementation of the whole Tauriko West Network Connections programme is necessary to realise the expected benefits and outcomes.** The adaptive management approach does not avoid future investment.
- **Flexible and efficient programme packaging, staging, and delivery is necessary to respond to uncertainties.** The staged design and ongoing monitoring will help deliver the programme in an efficient manner to maximise integration, minimise disruption, reduce re-work and cost, and delivery of improvements commensurate with need.
- The programme **leads with mode shift to support housing and transport outcomes.** The balance of investment is efficient and recognises that dependencies are not always in the control of the public agencies involved.
- **Regular and ongoing monitoring** of land use and transport indicators is required. Monitoring needs to include a forward looking component to monitor trends.

Next steps

Business case endorsement

- Seek endorsement from the Waka Kotahi Board in August.
- Endorsement of the detailed business case enables funding to be sought via the National Land Transport Programme (NLTP) prioritisation process for the works.
- The NLTP is a three-year programme of prioritised activities with a 10-year forecast of revenue and expenditure.

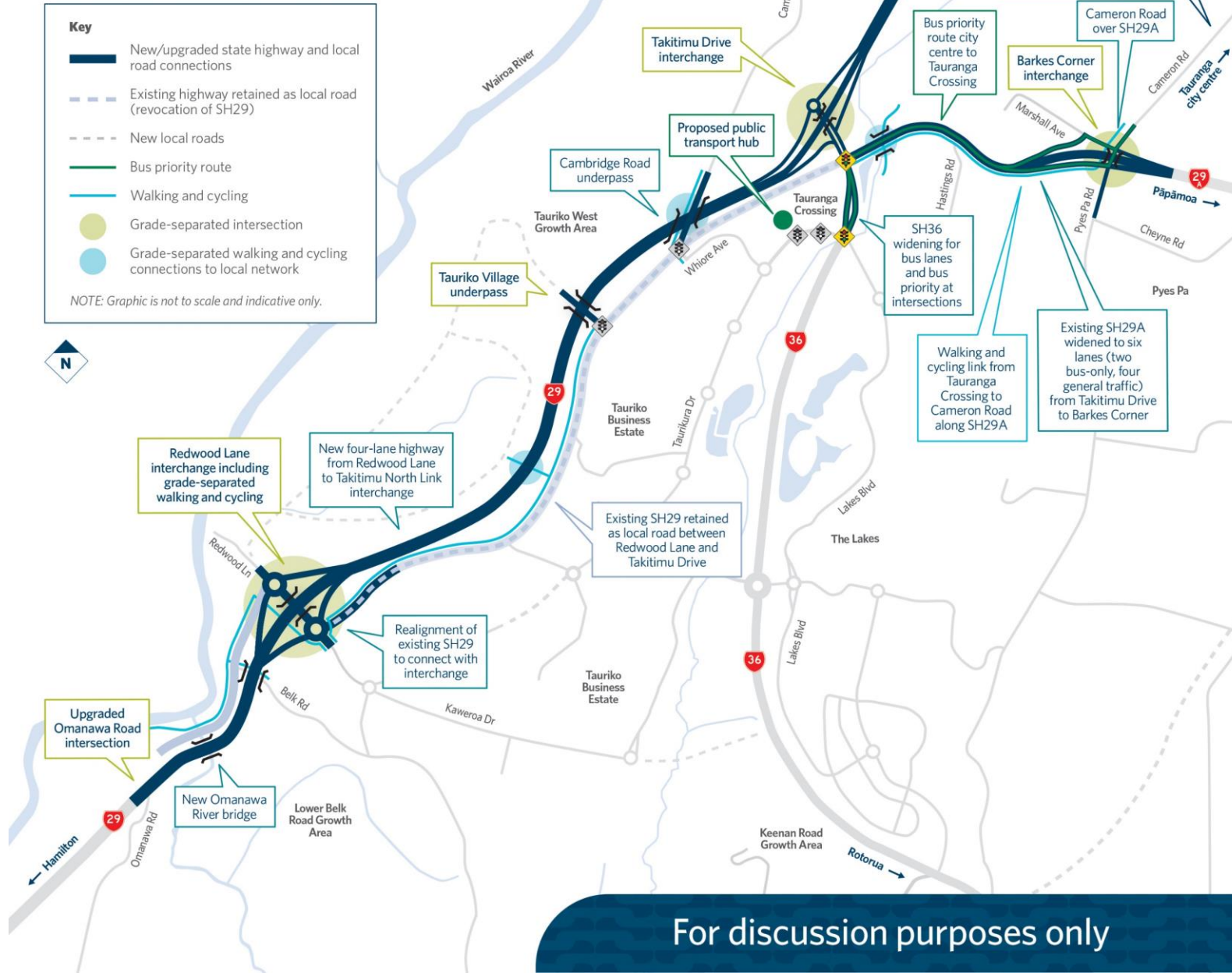


Questions?

Tauriko Network Connections

Long-term transport improvements

Preferred option



For discussion purposes only

Hei konā mai

Goodbye for now

Tauriko Network Connections DBC pre endorsement FAQs and media statement

Media statement (to be issued on request following 27 June joint council meeting)

To be attributed to Jess Andrew, Regional Manager System Design (Waikato Bay of Plenty) or David Speirs, Director Regional Relationships (Waikato Bay of Plenty) or to be used at media stand up/media enquiry

The Tauriko Network Plan is reaching an important milestone with the Detailed Business Case nearing completion and *enjoying the joint support from our local councils*. As we progress this project, it is a priority for us to work closely with all our stakeholders, including mana whenua, landowners, councils and the community. Previous engagements and conversations we have had to date have given us a better understanding of some of the constraints and challenges facing this project. We wouldn't have arrived at this stage without going through this process, and I'd like to thank everyone who took the time to share their insights. Local feedback will continue to be instrumental as we continue to shape the transport plans for the Western Corridor.

I'm pleased to say that the recommended option, which looks at future transport upgrades to State Highway 29, State Highway 29A and State Highway 36 in the Tauriko area, delivers on the outcomes we heard are important to the community. It supports a thriving and growing community, provides choice in how people want to travel, protects strategic freight routes to and from the Port of Tauranga, provides safety for all users, and improves resilience and environmental outcomes. The option will be made available at nzta.govt.nz/tauriko-network-plan following the joint council meeting.

We are on track to complete the business case and proposed staging ahead of the Tauriko West Plan Change process which looks at rezoning the land to allow housing to be developed. While we acknowledge the community's desire to see these improvements implemented faster, the staged approach we have developed will help deliver the programme in a manner that is not only efficient, but will minimise disruption, reduce re-work and cost, maximise integration and ensure that the delivery of improvements is proportionate to the need at the time.

The reality is, we are working in an environment where funding and resources are constrained. With the recommended option costed at \$2.3b to \$2.8 billion, the staged approach is the most realistic way to secure funding and resources while giving us the flexibility to respond to actual vs expected growth.

There are further steps the recommended option needs to go through. The main purpose of the Detailed Business Case is to provide assurance that the recommended option is the right one to deliver the desired outcomes and is an effective solution to the identified problems. It is aimed at building an agreed scope for the project, and understanding the risks, uncertainties and the benefits associated with the investment, so that a final decision can be made on whether to implement it.

Following the council meeting, the next step will be to seek endorsement from the Waka Kotahi Board in August. Endorsement of the detailed business case enables funding to be sought via the 2024-2027 National Land Transport Programme (NLTP) prioritisation process for the works. The NLTP is a three-year programme of prioritised activities with a 10-year forecast of revenue and expenditure.

General growth statement:

The western Bay of Plenty is expanding faster than anywhere in Aotearoa New Zealand and the topography of the region contributes to the pressure the growing population puts on roading infrastructure.

We are looking at solutions that cater for growth in the western Bay of Plenty because we don't have the money or space to build more roads. Our unique topography has already created pinch points in our travel system, where people driving across town get stuck in local traffic. By providing better infrastructure for walking, cycling and public transport, we can help encourage other ways of travelling that are safe and convenient.

By 2050 the western Bay of Plenty is projected to be home to 258,000 residents which could create one million transport movements per day on the transport network.