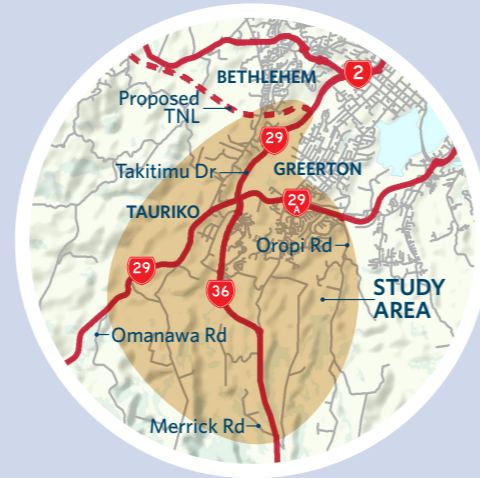


RECOMMENDED PROGRAMME TAURIKO NETWORK PROGRAMME BUSINESS CASE

Problems

High traffic generating land use, inappropriately connected to the network will lead to delay and conflict between road users (70%).

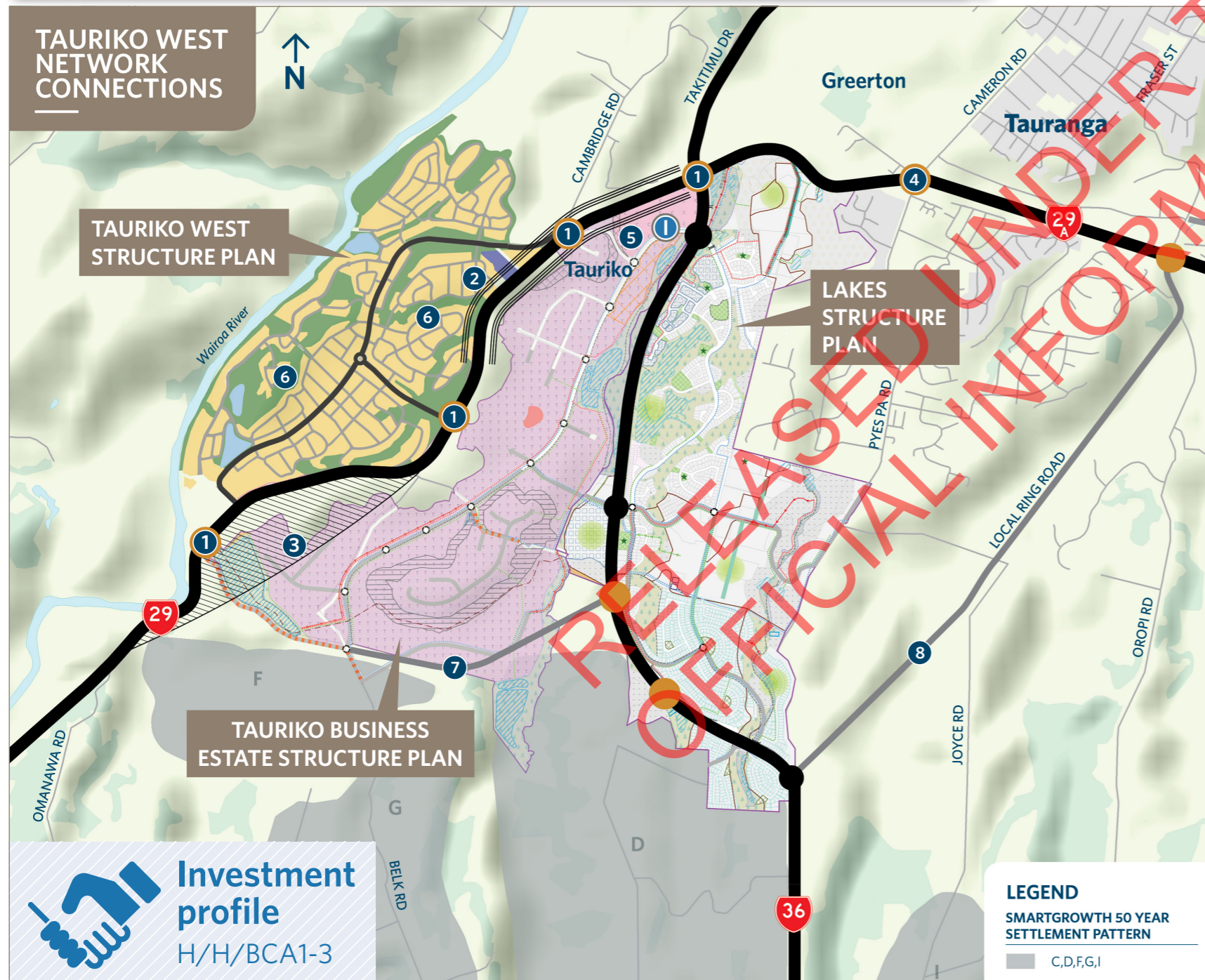
Poor geometry and negotiation of major intersections through Tauriko leads to death and serious injury (30%).



Objective	Recommended option	Do minimum
Objective 1: Trucks (by 2030)		
SH29 (SH2 to Omanawa Road)		
Travel Time	7 mins	53 mins
Variability	+/- 3 mins	+/- 7 mins
Objective 2: People (by 2030)		
SH36 (Merrick Road to Takitimu Roundabout)		
Travel Time	6 mins	31 mins
Variability	+/- 2 mins	+/- 5 mins
SH29A (Takitimu Roundabout to Oropi Roundabout)		
Travel Time	3 mins	13 mins
Variability	+/- 2 mins	+/- 4 mins

Objective	Recommended option	Do minimum
Objective 3: Liveability (by 2030)		
Contributing KPIs: Mode share, PT boardings, Spatial coverage - cycle lanes, public transport, increased access to core services and local amenity, internalisation		
Internalisation (local trips on local roads)	46%	51%
Objective 4: Safety (by 50% 2015 statistics by 2030)		
Project star rating	4	3
Potential high-severity crashes in five years	2	4

TAURIKO WEST NETWORK CONNECTIONS



Business Case Deliverables: hold point 1 and 2 (6 month and 18 months)

TAURIKO NETWORK PBC OBJECTIVE	DELIVERABLE	LEAD & FUNDING	WHAT OUTPUTS WILL BE DELIVERED AUGUST 2017	DESCRIPTION	WHAT OUTPUTS WILL BE DELIVERED AUGUST 2018
1 OBJECTIVE 1 & 4: Freight and safety	SH29 Omanawa Road to Takitimu RAB intersection treatments	NZTA	SH29 connections recommended that protect the freight route and are safer	Recommended form, function and location and phasing together with high level design statement with design requirements	Specimen design
2 OBJECTIVE 1 & 4: Freight and safety	SH29 Omanawa Road to Takitimu RAB side friction management	NZTA	Alternative access identified off the State highway including Tauriko school	Alternative access options identified with preferred option recommended	Rationalisation/land acquisition strategy roll out
3 OBJECTIVE 1 & 4: Freight and safety	SH29 Road straightening from Omanawa Road to Takitimu RAB to protect route corridor	NZTA	SH29 Alignment recommended that protects the freight route and is safer	Geometric alignment options considered and recommended option identified. Initial environmental testing done	Specimen design, designation notification, land acquisition strategy
4 OBJECTIVE 2: Urban journeys	Takitimu to Barks Corner - link and intersection treatment	NZTA/TCC	Interim option and final form recommended that does not disrupt freight route at Takitimu RAB	Recommended form, function, location and phasing	Specimen design
5 OBJECTIVE 3: Liveability Contributing KPIs: internalisation, PT AM mode share, PT AM boarding	Tauranga Crossing public transport infrastructure future proofing	BoPRC	Interchange requirements recommended to deliver internalisation, PT AM mode share. PT AM boarding	Recommended form, function and location and phasing together with high level design statement with design requirements	Specimen design, land acquisition strategy
6 OBJECTIVE 3: Liveability Contributing KPIs: internalisation, spatial coverage of PT, walking and cycle lanes, access to local amenity	Tauriko West Structure Plan	TCC	Certainty of local connections and deliver internalisation, spatial coverage of PT, walking and cycle lanes, access to local amenity	High level plan	Structure plan and zone changes notified
7 OBJECTIVE 3: Liveability Contributing KPIs: internalisation and access to local amenity	Local road west (SH29 to SH36)	TCC	Ring road alignment recommended to deliver internalisation and alternative access to local amenity	Geometric alignment option recommended with risk profile and phasing	Feasibility and corridor protection strategy
8 OBJECTIVE 3: Liveability Contributing KPIs: internalisation and access to local amenity	Local road east (SH36 to SH29A)	TCC	Ring road alignment recommended to deliver internalisation and alternative access to local amenity	Feasibility, fundability, preferred alignment and project plan for finalising and protecting alignment long term	Feasibility and corridor protection strategy

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