



Welcome

The investigation phase for the Baypark to Bayfair link upgrade project (formerly known as Maunganui-Girven intersection improvements) is now complete.

The project originally focussed on improvements to the Maunganui-Girven roundabout but to provide a long term solution it was identified that the Te Maunga roundabout also needed to be addressed.

The preferred solution provides improvements from Baypark (State Highway 2 / State Highway 29 intersection at the Te Maunga roundabout) to Bayfair (Maunganui Road / Girven Road / Matapihi Road intersection).

Today is about taking you through the process to explain the preferred solution for the Baypark to Bayfair link, including the recommended measures to reduce the environmental effects.



Please feel free to ask questions. We are seeking your views on the project and the future use of the public walkway from Matapihi Road to Bayfair Reserve.

There is a feedback period running until 5 August. Feedback forms are provided for you.



Objectives

What are we trying to achieve?

The objectives of the project are to:

- Improve the reliability of journey times and reduce congestion for all road users
- Improve safety for motorists, cyclists and pedestrians
- Improve the freight route to the Port of Tauranga
- Separate the local and state highway traffic
- Improve access for public transport and tourism





Challenges

Why are the improvements necessary?

The difficulties with the current layout are:

Congestion - the Maunganui-Girven roundabout creates a choke point causing delays on SH2 which has an impact on the traffic flow.

State highway requirements - SH2 is a high volume route which carries a lot of through-traffic. There is a large amount of local traffic turning at both intersections which affects the flow of the state highway traffic.

Train crossings - each day approximately 26 trains cross at Matapihi Road impacting on the traffic flow and in the future the number of train movements are expected to rise.

Safety - the Maunganui-Girven roundabout has a poor crash history, particularly with respect to pedestrians and cyclists.

Port of Tauranga - a high proportion of the traffic through this area is going to and from the Port of Tauranga (more than 2000 heavy commercial vehicles per day), which is vital to New Zealand's economy.



Timeline

The progress of the project



The solution



Why is Option 3A the best solution?

A number of options were considered to address the long-term traffic volumes on this section of state highway.

All of the options were tested for the ability to improve traffic flow, provide value for money and limit social and environmental impacts.

Option 3A is a combination of Options 2 and 3 that were previously presented. It was selected because it is the best long-term transport solution for the corridor particularly in terms of removing the effects of the rail movements on the traffic flow.

The expected cost for the project is \$102 million.

What is Option 3A?

- From the Tauranga Eastern Link, SH2 will continue under a flyover that will take SH29 over the railway line and the Te Maunga intersection.
- An elevated flyover will take SH2 over the Maunganui-Girven intersection. The existing roundabout will be replaced by a signalised intersection.
- There will be direct access from SH29 to Baypark and Truman Lane (the form of this intersection is yet to be confirmed).
- The East Coast Main Trunk railway line will be relocated into the designated corridor, to behind Owens Place.
- A shared pedestrian and cycle path will be provided between Owens Place and Truman Lane, from Maunganui Road to Te Maunga Lane and at the Maunganui-Girven intersection. Pedestrians will cross with signals and cyclists will have dedicated cycle lanes.

Road noise

How will the noise effects be addressed?

As part of the project the team will address the environmental effects of noise associated with the new road design.

Acoustic consultants have analysed the project. The figures opposite show the current noise effects from the road traffic and the predicted future effects once the project has been constructed.

Mitigating traffic noise

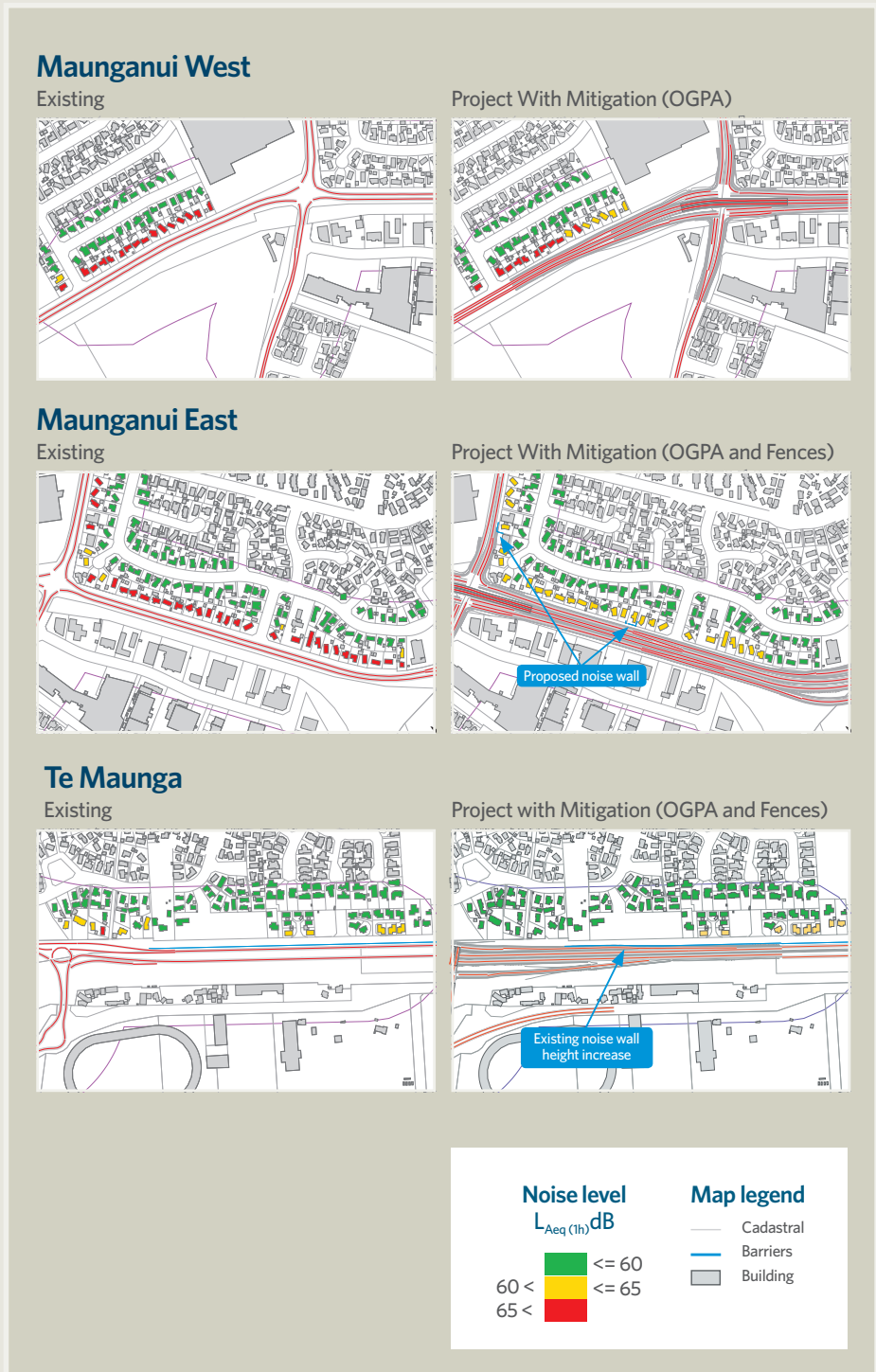
Based on expected traffic volumes the recommendations to mitigate noise effects are:

- Use Open Grade Porous Asphalt (OGPA) as a noise reducing road surface in most locations.
- Construct solid noise boundary fences at various locations as required by modelling (shown as the blue lines on the figures and are subject to final designs).

The flyover ramps and concrete crash barriers on the new road will also act as noise mitigation by buffering the traffic noise before it travels beyond the carriageway.

With the proposed mitigation measures in place (as above) the project will comply with the Transport Agency noise standards NZS6806:2010 for new projects.

Overall the project is predicted to provide an improvement in the noise environment in most locations.





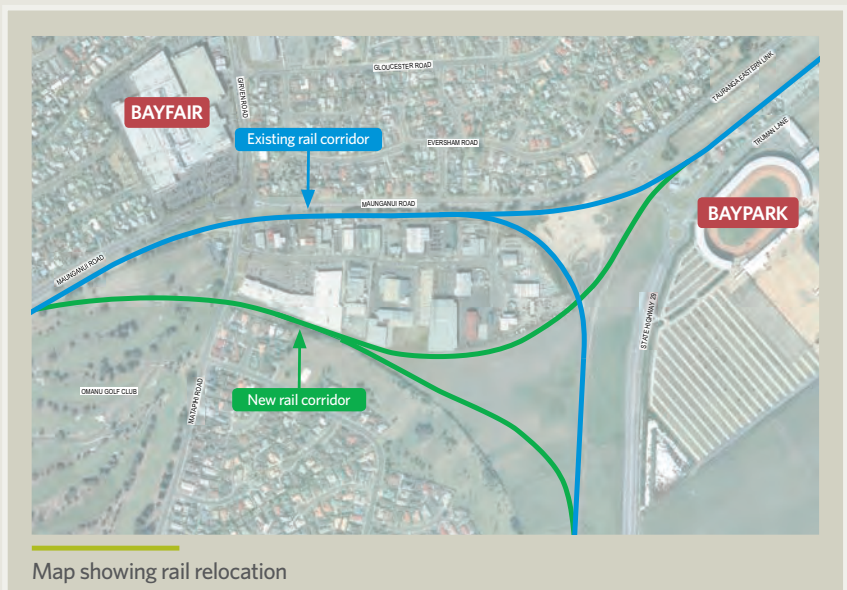
Rail relocation

What happens to the railway line

The East Coast Main Trunk (ECMT) railway will be moved within the designated rail corridor, behind the Owens Place commercial area. The rail designation has been in place since the early 1980s.

The tracks are being moved due to impact that trains have on traffic movement and safety at the Maunganui-Girven roundabout and Te Maunga roundabout.

The project team is aware of the environmental impacts that the relocation will have on neighbouring residents in Liftan Place and Russley Drive. Mitigation measures are planned to reduce the impacts.



Map showing rail relocation





Walking and cycling

How will cyclists and pedestrians be catered for?

The needs of cyclists and pedestrians have been considered in detail for the preferred option.

Maunganui Road, Girven Road and Matapihi Road

In the preferred option the current underpass under Maunganui Road will be removed. This is because the underpass would need to be extended and the length would create an unsafe environment with limited visibility.

A signalised pedestrian crossing will be provided at ground level to replace the underpass.



Between Bayfair and Baypark

Pedestrian access to Baypark from Maunganui Road will be provided via ramps that cross SH2 and the railway line.

There will also be a pedestrian path from the end of Owens Place through to Truman Lane.

Te Maunga Lane

A pedestrian pathway at ground level will be provided alongside Maunganui Road to Te Maunga Lane.



Discarded options and feedback

During the early stages of the investigation, many different options were considered, including at-grade (at ground level) solutions.

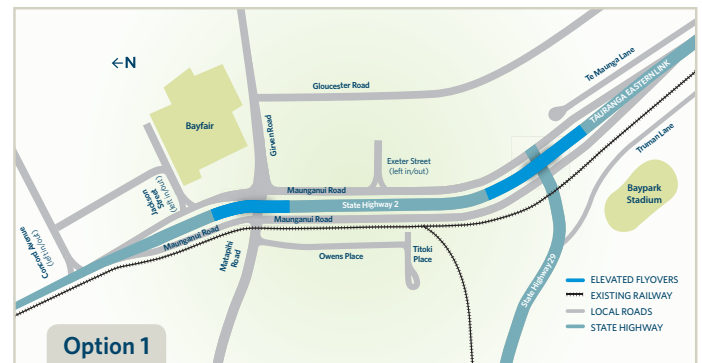
It was concluded that at-grade options would not provide sufficient life before requiring further upgrades, or the necessary level of service for a nationally significant state highway.

Discarded grade-separated options

Since the public Open Day in April 2013 four grade-separated (above ground level, like Hewlett's Road flyover) options have been considered in detail. They were assessed against their ability to deliver the long term benefits – efficiency, safety and value for money.



Option 3A has been identified as the preferred option. The three grade-separated options which were discarded, and reasons why, are shown below.



Option 1 had substantial housing purchase and did not solve the safety and traffic issues of the railway line.



Option 2 had railway line relocation which avoided requiring housing on Maunganui Road but didn't remove the rail crossing at SH29. State highway movements would continue to be affected by rail movements.



Option 3 provided a long term solution by separating the state highway from the railway and included the connection to Truman Lane but would impact on the existing operations on Owens Place by attracting through-traffic (rat running).

Construction

Earthworks management

Construction of the Baypark to Bayfair link upgrade will require consents for earthworks.

Phase one will be the railway construction with approximately 30,000m³ to 50,000m³ of earthworks.

Phase two will be the road construction with approximately 200,000m³ to 250,000m³ of earthworks.

Stormwater management

Stormwater that comes from the road will fall into one of two catchments; one will be treated in a pond at Matapihi Road and the other in a pond alongside State Highway 29.

These will catch and treat most of the road runoff before being discharged into the council drainage systems. These drains will eventually be discharged to the Tauranga Harbour under an existing stormwater consent held by the Tauranga City Council.

Construction management

Construction management plans will be prepared to outline how the temporary effects from construction will be managed; including noise and dust, stormwater erosion and sediment, vibration and traffic.

Construction staging

The construction staging will be confirmed prior to construction. A possible construction scenario is:

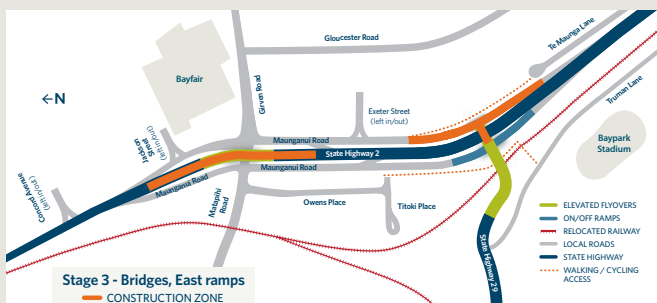
Stage 1: Build new railway, including relocating Transpower poles and other services as needed, install noise and vibration mitigation, fencing, and relocate trains to new track alignment.



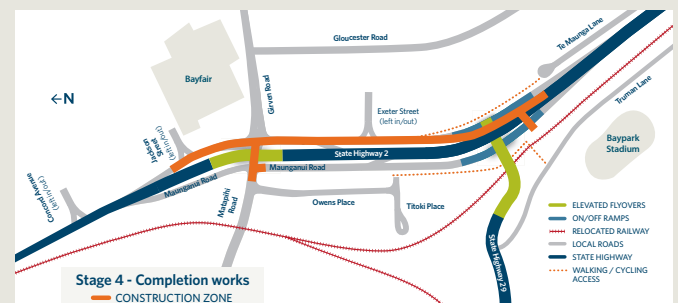
Stage 2: Build new road on old railway land and build new SH29 link over railway.



Stage 3: Temporary relocation of traffic to new road, build flyover at Girven Road and build bridge over SH2 to SH29.



Stage 4: Complete roading works on eastern side of flyover, complete Maunganui-Girven intersection changes and tie into the Tauranga Eastern Link.





Next steps

Where do we go from here?

Consents

There are several consents under the Resource Management Act that will be necessary for the project:

- An Alteration to Designation for the road upgrade will be sought later this year, along with the required resource consents from the Bay of Plenty Regional Council for construction earthworks and works on potentially contaminated land.
- Approval for the railway line tie-in at the north end of the golf course.
- Resource consent for earthworks for the railway line relocation.
- Relocation of the transmission lines in the railway corridor.

An authority for finding / damaging unrecorded archaeological material will be required from Heritage New Zealand. The Transport Agency will, as has been done for all other construction projects, have an agreement with the relevant hapu about monitoring the earthworks phase of the project.

Funding

The Transport Agency will seek funding for the design which is expected to begin later this year.

Design and construction

Construction will begin once detailed designs have been completed and construction funding has been approved. Relocating the railway will be part of the enabling works and is likely to take 9 - 12 months. Once the railway has been relocated the road improvements are expected to take two to three years, due to the necessity to programme work and allow traffic movements throughout construction.



Feedback

Please give us your feedback on the project **by 5 August** by either leaving the forms with us now, posting it back to Beca at PO Box 903 Tauranga or emailing tganzta@nzta.govt.nz.

The bigger picture



The SH2 Eastern Corridor

The SH2 Eastern Corridor aims to provide an efficient and reliable route for freight to and from the Port of Tauranga.

The Tauranga Eastern Corridor includes the Maunganui-Girven and Te Maunga intersections, Hewletts Road and the Tauranga Eastern Link.

The Tauranga Eastern Link project is due to be operational by late 2015 and is predicted to deliver a 24 minute return journey time saving between Paengaroa and the Te Maunga (SH2/SH29) intersection and will improve reliability for freight traffic to the Port.

The Maunganui-Girven and Te Maunga (SH2/SH29) intersections

currently experience delays during peak periods and are affected by rail movements. These delays will impact on the travel time through the SH2 Eastern Corridor.

The preferred option will deliver a greater level of efficiency and safety and will provide an effective and more resilient network for the future.

Visual

Visual impact - how will it look?

The preferred option includes two elevated structures which will change the way the area currently looks.

Careful consideration will be required during the design phase to limit the dominance of the structures. Proposed visual mitigation measures include:

- Vertical concrete walls can be designed with patterning which responds to the local environment (similar to the walls of the overpass structures on the Tauranga Eastern Link (TEL)).
- Design to allow maximum amount of daylight under structures.
- Careful design for underneath the structures such as the application of coloured lighting, textures and street furniture to make spaces and routes more inviting for people to use.
- Planting of spaces and road edges, including grassing or simple patterns of mixed planting rather than blanket screen planting.



Maunganui Road looking east towards Girven Road



Maunganui Road looking east towards SH29/2 interchange



Girven Road looking towards Maunganui Road



Matapihi Road looking towards Maunganui Road



Rail environment

Environmental mitigation measures for both noise, vibration and safety are to be part of the final design for Option 3A.

Trains regularly carry bulk goods along this section of railway to and from Mount Maunganui. The following measures to reduce the impacts will include:

Reducing noise

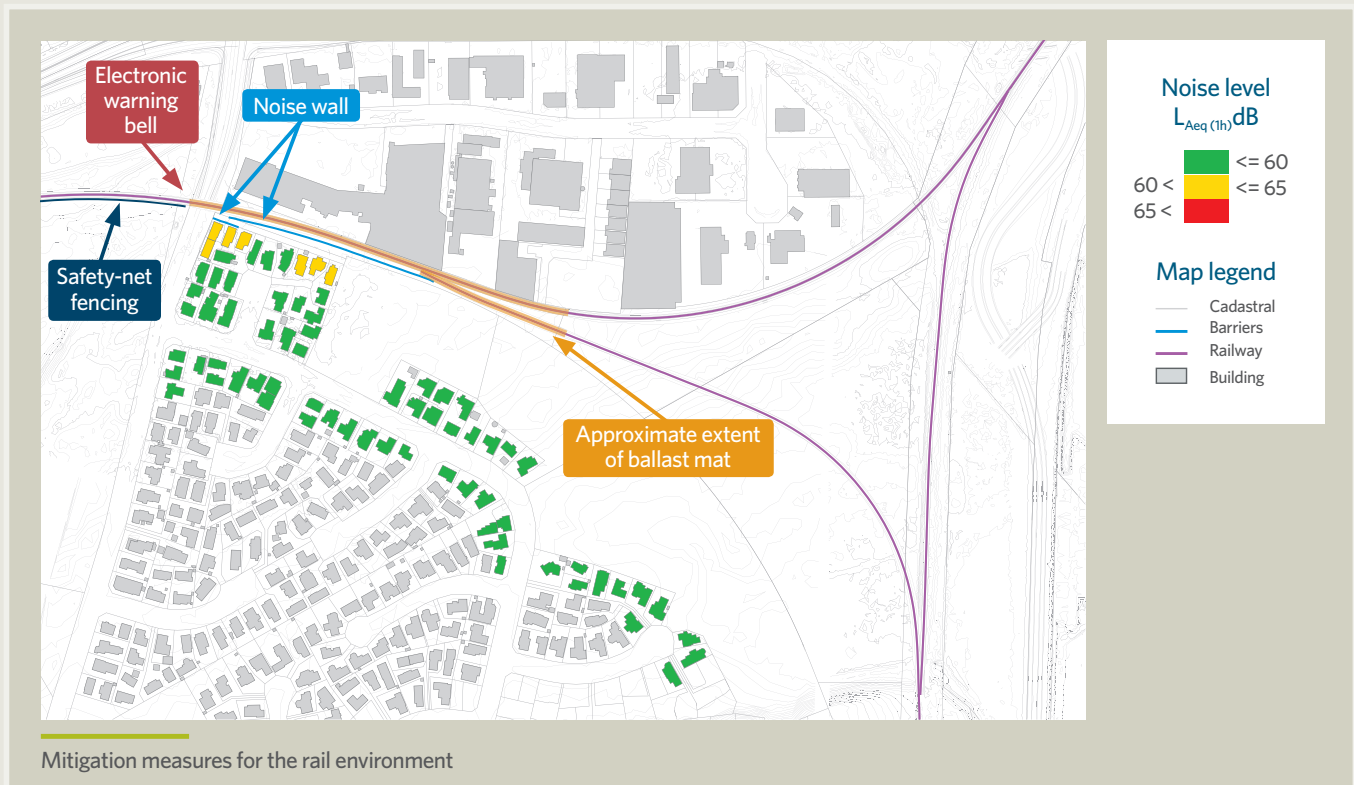
- A 3.5 metre high trackside noise barrier for approximately 200 metres ending near Matapihi Road.
- With the landowners' agreement a 2.5m noise barrier will be erected as the boundary fence for the two properties nearest Matapihi Road to maintain line of sight for train drivers, motorists and pedestrians.

Reducing vibration

- Ballast matting will be installed to reduce vibration for approximately 400 metres along a section south of Matapihi Road.

Improving safety

- Full barrier control arms on both sides of the Matapihi Road carriageway with barrier control for pedestrians.
- Directional electronic bells are being considered as part of the design (in consultation with the Royal NZ Foundation for the Blind).
- Installation of safety-net fencing along the Thirteenth Fairway of the golf course.



KiwiRail

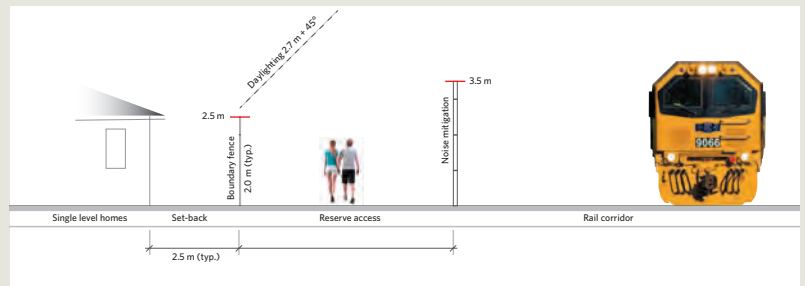
Walkway at Liftan Place



What happens to the walkway from Matapihi Road to Bayfair Reserve?

The consequence of installing the noise walls for the mitigation of the railway effects is that the current public grassed walkway between Matapihi Road and the Bayfair Reserve may feel quite enclosed.

Many options for making the walkway safer, or alternatively removing the walkway and turning the area into planting to create more garden, are being considered.



Typical cross-section of the Liftan Place walkway



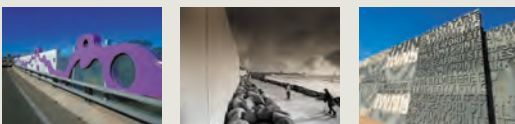
Reserve entrance closed

- Fence across either end of the entrance leg;
- Area could be planted with low stature native planting, or incorporated into the adjacent residential lots.



Reserve entrance open

- No planting or restrictions to views through the reserve entrance.
- No lighting to encourage people into the walkway after dark.



Noise wall design examples



Feedback

We are interested in your views on the walkway at Liftan Place. Please give us your feedback **by 5 August** by either leaving the forms with us now, posting it back to Beca at PO Box 903 Tauranga or emailing it to tganzta@nzta.govt.nz.



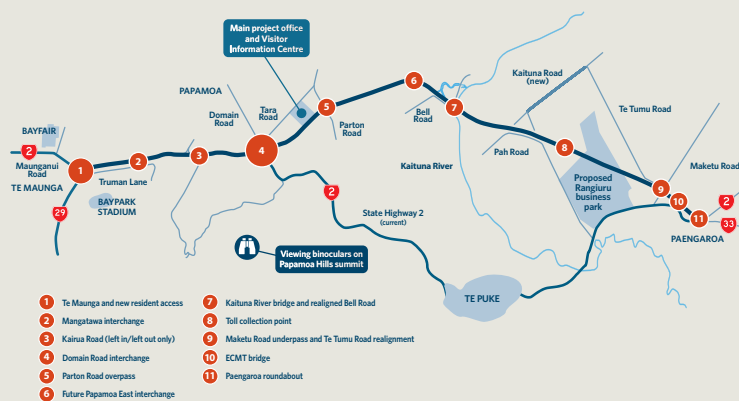
Tauranga Eastern Link

What you need to know about the Tauranga Eastern Link

The Tauranga Eastern Link (TEL) project is the biggest roading project in the Bay of Plenty and has a forecast completion date of late 2015.

The main contract works started in late 2010 and the construction teams have made great progress and are six months ahead of schedule.

The TEL will be a four-laned tolled motorway. It begins at Te Maunga (near Baypark Stadium) and follows the existing SH2 route to the Domain Road intersection at Papamoa. It then crosses rural land parallel to Tara Road, across Parton Road and along sandhills to the Kaituna River. It then heads southeast before rising up over the railway line to join the existing junction of SH2 and SH33 (the Rotorua and Whakatane state highways) near Paengaroa.



Project facts

The TEL in numbers:

- Five intersections
- Seven bridges
- Approximately 550,000m² of new road
- 300,000 native plants being planted
- Two million cubic metres of imported fill
- Over three million cubic metres of earthworks

Project benefits

The TEL will deliver many benefits, including:

- Providing quicker and more reliable trips
- Improved safety aspects with central median barrier running the length of the corridor
- More efficient connections for business and tourism industries
- Supports regional growth
- Improves access to NZ's largest port
- Economic benefits for the local communities



LEGEND

- EXISTING TEL DESIGNATION
- PROPOSED MGI DESIGNATION
- PROPOSED RAIL DESIGNATION
- PEDESTRIAN ROUTE
- AT GRADE PEDESTRIAN ROUTE
- CYCLIST ROUTE
- MSE RETAINING WALL
- FF4 BARRIER FULL FACE TL4
- SF4 BARRIER SINGLE FACE TL4
- SF5 BARRIER SINGLE FACE TL5
- WIRE ROPE BARRIER

DATA OBTAINED FROM OTHERS AND INCLUDED IN THESE DRAWINGS ARE AS FOLLOWS:

TAURANGA CITY COUNCIL	PROPERTY BOUNDARIES & AERIAL PHOTOGRAPHY COUNCIL
WESTERN BOP DISTRICT COUNCIL	
TAURANGA CITY COUNCIL, POWER Co, VECTOR GAS, CHORUS, FX NETWORKS, TELSTRA CLEAR, VODAFONE, TRANSFIELD UFBB.	SERVICE PLANS
LEVEL DATUM	MOTURIKI
COORDINATE SYSTEM	BAY OF PLENTY 2000

- NOTES:**
- DESIGN LAYOUT IS PRELIMINARY ONLY AND IS SUBJECT TO FURTHER REFINEMENT
 - LAND REQUIREMENT IS PRELIMINARY ONLY AND IS SUBJECT TO FURTHER DESIGN REFINEMENT
 - CRASH CUSHIONS TO BE INSTALLED AT THE LEADING END OF ALL CONCRETE BARRIERS
- Original Scale (A1) 1:2500
Reduced Scale (A3) 1:5000