

Welcome

Since 2011 the NZTA team has completed a significant amount of research and analysis on options to improve the State Highway 2 Maunganui-Girven Road intersection (MGI) and the Te Maunga (SH2/29) intersection.

Today is about explaining the three shortlisted design options, how they operate, and getting your feedback.

The following displays describe the options considered and the three shortlisted options that are recommended for further investigation and require your feedback.



Your feedback is important

You can provide feedback by completing the feedback form provided, either today or by posting or emailing it back to us, (addresses on form) by 10 May 2013.



Why are we here?

Maunganui-Girven Road intersection (MGI) current problems:

Congestion

At peak times, the MGI creates a choke point causing delays on State Highway 2. It also impacts the traffic flow at Te Maunga roundabout. Congestion here will only get worse with forecasted traffic volumes expected to grow from 36,000 to nearly 60,000 in 20 years.

Interaction with Te Maunga roundabout

Our studies have identified that no long term solution can be provided at MGI without also improving the Te Maunga intersection at the same time.

State Highway requirements

State Highway 2 is a nationally strategic route which carries high volumes of through traffic. The number of local traffic turning movements at both intersections affects the smooth flow of State Highway 2 through traffic. The completion of the Tauranga Eastern Link (TEL) project will also direct more traffic through these intersections.

Train crossings

Each day approximately 30 trains cross at Matapihi Road, and within the next 10 years KiwiRail forecast this will increase to over 40 trains per day.

Safety

Between 2007 and 2012 there were 29 crashes. Three resulted in fatalities and five with serious injuries.

Port of Tauranga

Both the MGI and Te Maunga intersections have the highest volume of freight traffic in the city (more than 2100 heavy commercial vehicles per day). A high proportion of this freight is going to/from the Port of Tauranga.



State Highway 2 congestion along Maunganui Road



Rail crossing at Matapihi Road, Mount Maunganui



Port of Tauranga

Project objectives

The objectives of the Maunganui-Girven Road and Te Maunga project are to:

- Reduce congestion
- Improve safety for all road users
- Improve the transport of freight to the Port of Tauranga
- Balance the needs of local and state highway traffic
- Improve access for public transport and tourism



Nationally strategic route

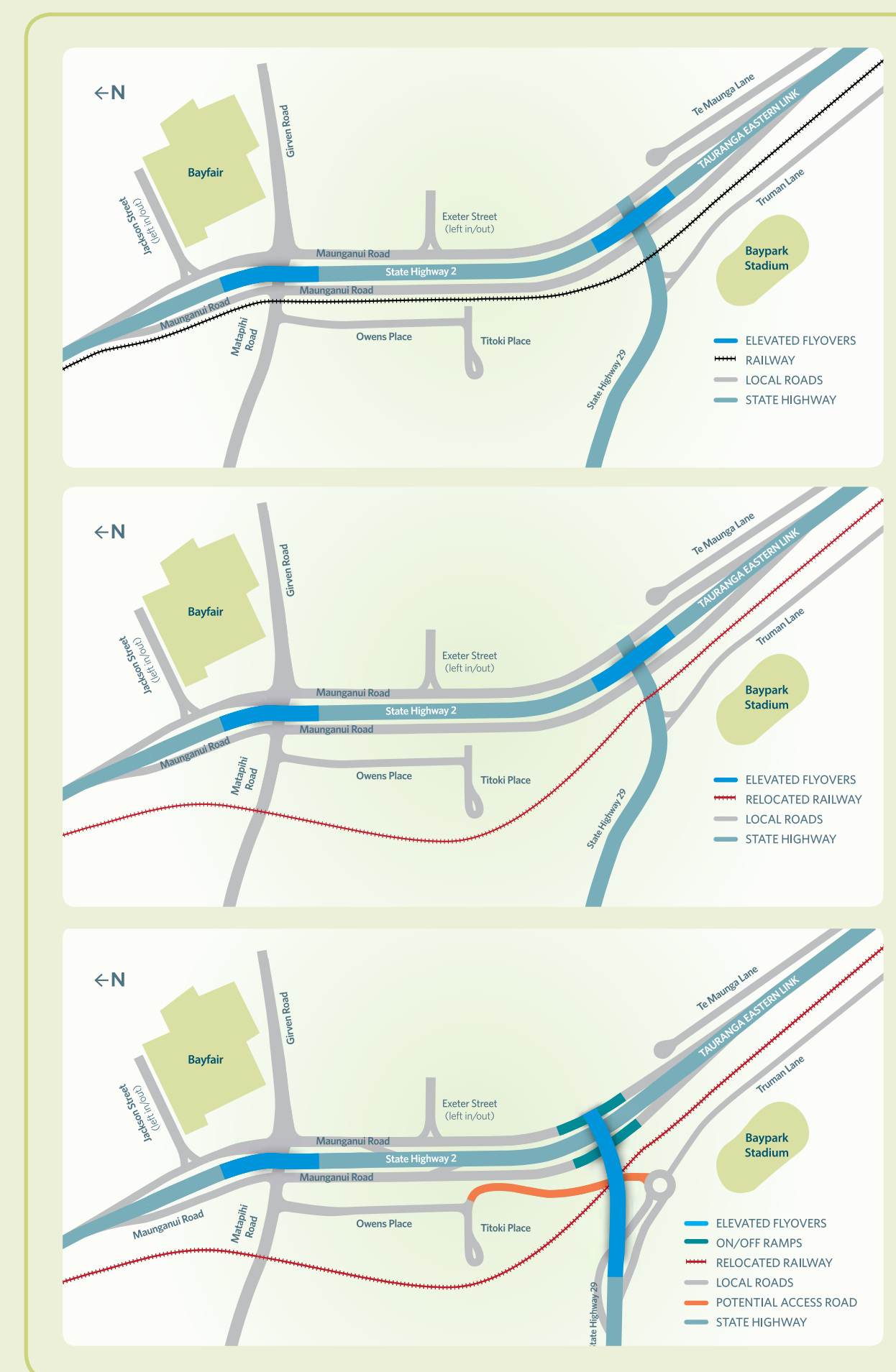
State Highway 2 is a nationally strategic route - this means it carries high volumes of through traffic. The target performance of this route should:

- Speed: accommodates travel at consistently high speeds;
- Safety: achieve mostly 4-star KiwiRAP safety rating, with low risk of head-on and other serious crashes;
- Freight facilities: provide frequent access to or from facilities that promote efficient freight carriage;
- Reliability: provide for reliable journey times;
- Resilience and Security: mitigate the risk to connectivity by providing robust infrastructure or alternative routes;
- Junctions: provide unimpeded connections to other state highways and major arterials;
- Frontage accesses: aim to reduce private access (e.g. driveways); and
- Tourist facilities: provide higher travel speeds and reliable journey times for long distance traffic.

Progress to date

Timeline of events since the investigation started in 2010

December 2010	March 2011	June 2011	January 2012	July 2012	February 2013	April 2013
Investigation into the Maunganui-Girven Road intersection started.	First public open day held to collect feedback on the existing issues and constraints of the intersection.	Feasibility study conducted.	Understanding of the MGI / Te Maunga roundabout relationship.	Scoping study of at-grade (i.e. ground level improvements such as traffic signals or a signalised roundabout) and grade separated solutions (e.g. flyover). Six Options considered in detail.	From the six options considered NZTA select three grade-separated options that meet national strategic route requirements.	Public open day. Three grade-separated options presented for public feedback.

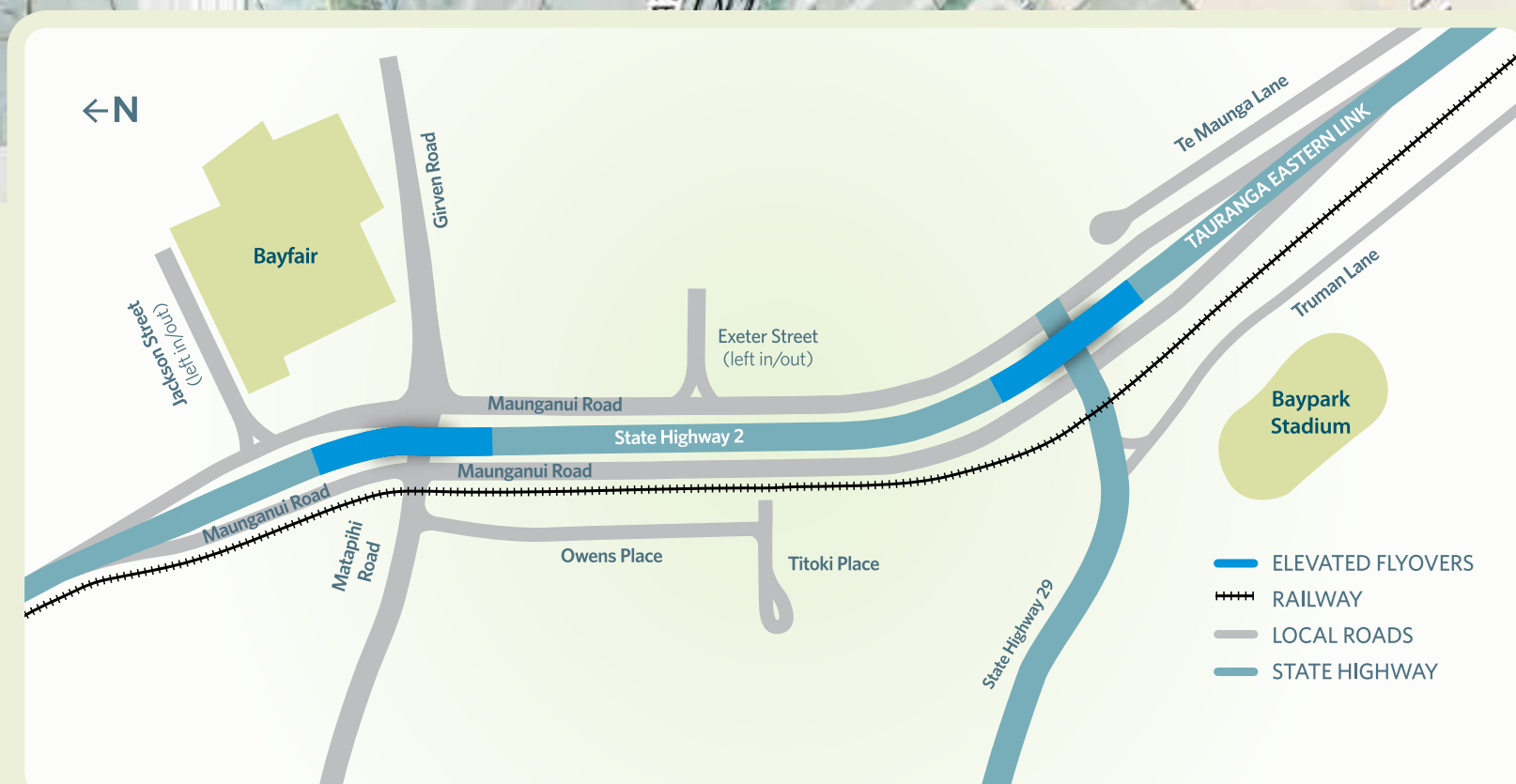


Options narrowed down following in-depth investigations, feasibility studies and public consultation.

Shortlisted OPTION 1

Features

- Two flyovers - taking State Highway 2 over the Girven Road and Te Maunga intersections
- Railway remains in current location



Estimated cost:

\$85M - 90M

Land required:

Approximately 40 properties along Maunganui Road and side streets.

Railway:

Remains in current location with crossings over Matapihi Road and SH29. Traffic delays will continue for some traffic.

Factors for consideration:

- Noise (traffic) - potential increase in traffic noise from elevated flyovers.
- Visual quality - visual impact of flyovers and associated retaining walls.
- Bayfair access off Girven Road altered to left in-left out movements only.
- Access for some properties restricted to left in-left out movements only.
- Is a new underpass necessary if traffic signals control pedestrian crossings and a dedicated cycle lane is provided from Girven Road to Matapihi?



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Shortlisted **OPTION 2**

Features

- Two flyovers - taking State Highway 2 over the Girven Road and Te Maunga intersections
- Railway relocated to existing designated railway corridor



Estimated cost:

\$85M - 90M

Land required:

Minimal required along Girven and Maunganui Road.

Railway:

Relocated to the alternative corridor.

Train crossing traffic impacts:

Reduced impact of traffic delays at MGI caused by train crossings at Matapihi Road.

Property impacts:

Golf course requires changes to fairway and practice areas.

Factors for consideration:

- Noise (traffic) - potential increase in traffic noise from elevated flyovers.
- Noise and vibration (rail) - effects transferred to Matapihi area.
- Visual quality - visual impact of flyovers and associated retaining walls.
- Bayfair access off Girven Road altered to left in-left out movements only.
- Access for some properties restricted to left in- left out movements only.
- Is a new underpass necessary if traffic signals control pedestrian crossings and a dedicated cycle lane is provided from Girven Road to Matapihi?



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Shortlisted **OPTION 3**

Features

- Flyover - taking State Highway 2 over the Girven Road intersection
- Flyover - taking SH29 over SH2 and the railway
- Railway relocated to existing designated railway corridor
- Extension of Owens Place to Truman Lane



Estimated cost:

\$110M - 120M

Land required:

Approximately 10 properties along Maunganui Road and side streets.

Railway:

Relocated to the alternative corridor.

Train crossing traffic impacts:

MGI - reduced impact of traffic delays caused by train crossings at Matapihi Road.

Te Maunga - railway overbridge means no state highway traffic has to stop for trains.

Property impacts:

Golf course requires changes to fairway and practice areas.

Factors for consideration:

- Noise (traffic) - potential increase in traffic noise from elevated flyovers.
- Noise and vibration (rail) - effects transferred to Matapihi area.
- Visual quality - visual impact of flyovers and associated retaining walls.
- Bayfair access off Girven Road altered to left in-left out movements only.
- Access for some properties restricted to left in-left out movements only.
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Discarded at-grade options

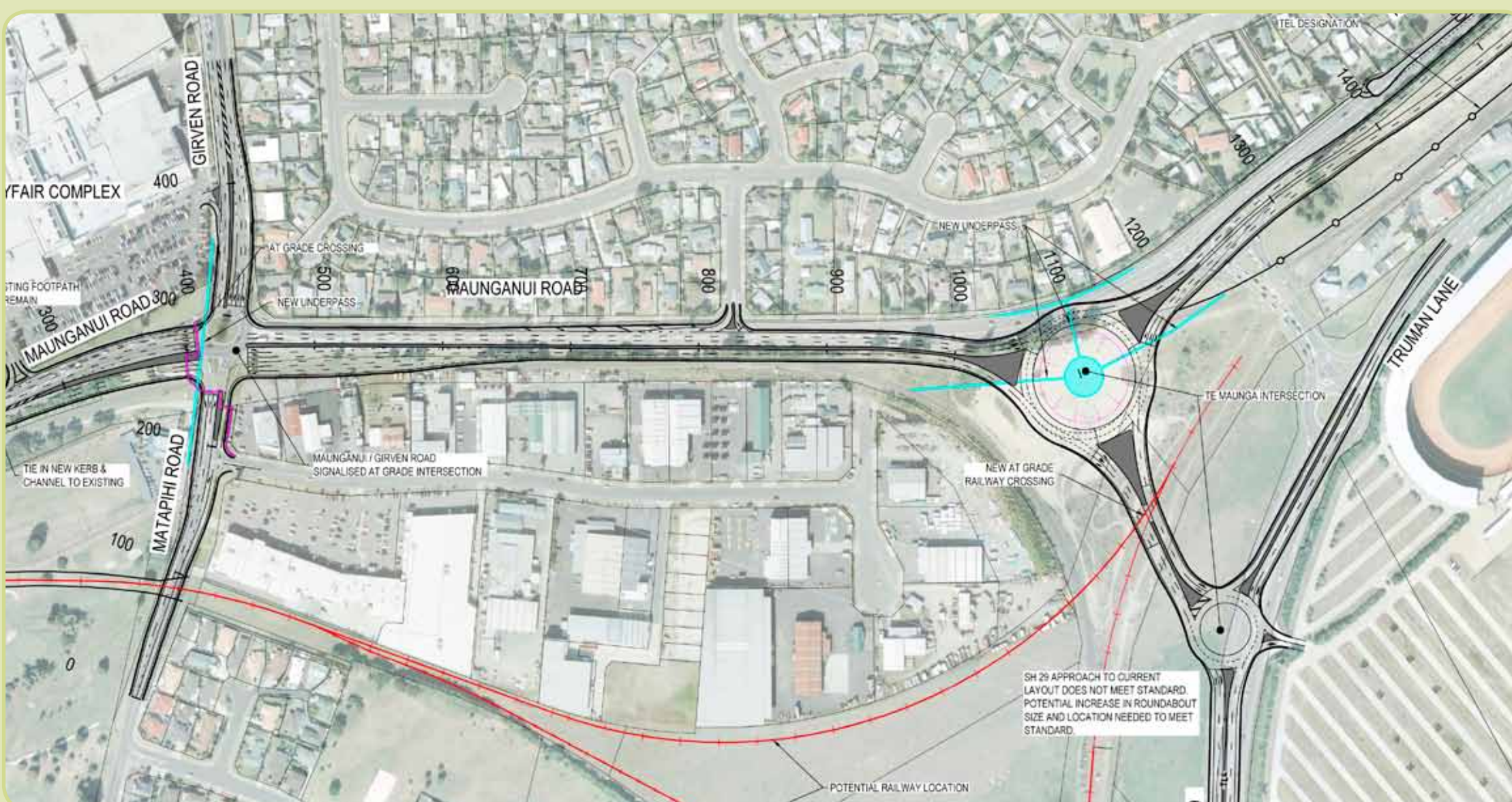
Based on traffic growth predictions, the life of the three options below could be reached within 15 to 20 years, and are considered to perform poorly in terms of achieving the NZTA's desired outcome for a nationally strategic (high volume) route - specifically the level of service, the relatively short life-span and safety concerns at the SH2/SH29 intersection.



Signalised Maunganui-Girven and Te Maunga signalised roundabout - B

Key issues:

- Efficiency - conflicting SH2 traffic with local traffic, reducing the efficiency and journey time reliability of the through traffic.
- Safety - traffic signals at the end of a high speed environment from the TEL.



Signalised Maunganui-Girven and Te Maunga signalised roundabout - B

Key issues:

- Efficiency - conflicting SH2 traffic with local traffic, reducing the efficiency and journey time reliability of through traffic.



Maunganui-Girven split flyover and Te Maunga displaced right turn - C

Key issues:

- Safety - traffic signals at the end of a high speed environment from the TEL.
- Problems with constructability and future proofing.
- Poor value for money.

Next steps

Step 1 Provide feedback by – 10 May 2013

Your feedback is important to enable us to refine the options and evaluate the effects and necessary mitigation measures.

Step 2 Preferred option confirmed – early 2014

After further design work, environmental investigations and consideration of your feedback, the three options will be narrowed down to one preferred option. A public open day will be held to present the preferred option.

Step 3 Lodge Notice of Requirement (NOR) – Mid 2014

The NZTA will seek planning approvals for any land required (Notice of Requirement).

Step 4 Begin design and construction – target 2015/2016

Once funding is approved, tender and construction of the preferred option will start.



Protecting the environment

The three shortlisted options generate environmental effects such as; noise, visual impacts and pedestrians and cyclist access. Adverse environmental effects can be mitigated in a variety of ways and these will be investigated for each option to form part of the analysis that determines the preferred option. Mitigation examples include:



Noise and vibration effects

- Construction noise and vibration will comply with all NZ Transport Agency guidelines and the New Zealand construction standard.
- Limited hours of construction
- Pre-construction home/building surveys
- Low noise road surfacing
- Solid noise walls/barriers and earth bunds



Visual effects of flyovers and ramps

- Strategic planting of vegetation
- Design detailing on flyovers and retaining walls
- Strategic lighting on flyovers and ramps



Pedestrian and cyclist access and connections

- Signalised pedestrian crossings at ground level
- Pedestrian and cyclist underpass
- Accommodating Tauranga City Council's (TCC) Cycle Path A (Bethlehem to Te Tumu) identified in the TCC Integrated Transport Strategy



Stormwater discharge

- Treatment of stormwater from the road prior to discharge into TCC network

The preferred option will be announced at the next open day, and the proposed mitigation measures will be included in order to obtain your feedback.