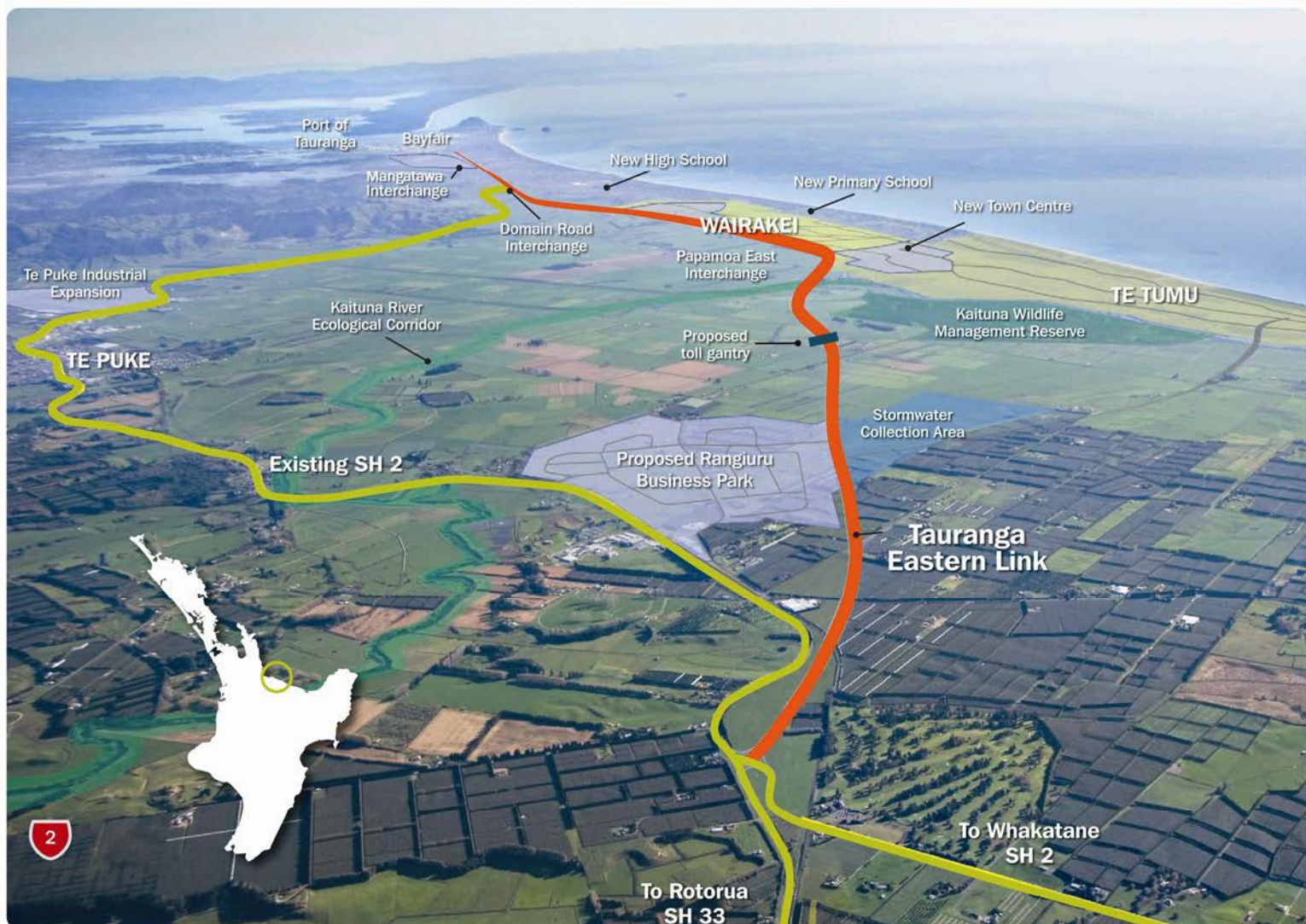


Tauranga Eastern Link Network Plan – a road of national significance

This Network Plan supports ongoing integrated planning, optimisation of benefits and decision making for the Tauranga Eastern Link. This includes the integration and optimisation with the local network and associated activities and infrastructure within the western Bay of Plenty eastern corridor and wider Bay of Plenty network and region.





NZ TRANSPORT AGENCY
WAKA KOTAHI

Tauranga Eastern Link Network Plan - a road of national significance

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Purpose of the Network Plan

Network Plans represent the integrated planning sought by the *Government policy statement on land transport funding* for a road of national significance.

The key purpose of this Network Plan is to support ongoing integrated planning, optimisation of benefits and decision making for the Tauranga Eastern Link. This includes the integration and optimisation with the local network and associated activities and infrastructure within the western Bay of Plenty eastern corridor and wider Bay of Plenty network and region.

Tauranga Eastern Link Network Plan

The Tauranga Eastern Link project goes from Te Maunga in Tauranga to Paengaroa and is part of the wider western Bay of Plenty eastern corridor.

To help outline an integrated land use and transport planning approach, the Tauranga Eastern Link Network Plan has been expanded to also include the Arataki/Bayfair node at the Tauranga end of the project.

Bay of Plenty Regional Network Plan

The Tauranga Eastern Link Network Plan will sit within an overall Bay of Plenty Regional Network Plan, as outlined in figure 1.

The purpose of this approach is to outline, in summary, the strategic context at the national, regional, subregional and local levels, which in turn will support robust planning and decision making for the relevant strategic land transport corridors and networks.

This overall approach is proposed to ensure that NZTA projects at all levels are aligned and integrated, including how they fit and interconnect with the interregional, regional and subsequent subregional strategic roading networks, as well as identify key outcomes desired for each of the identified corridors.

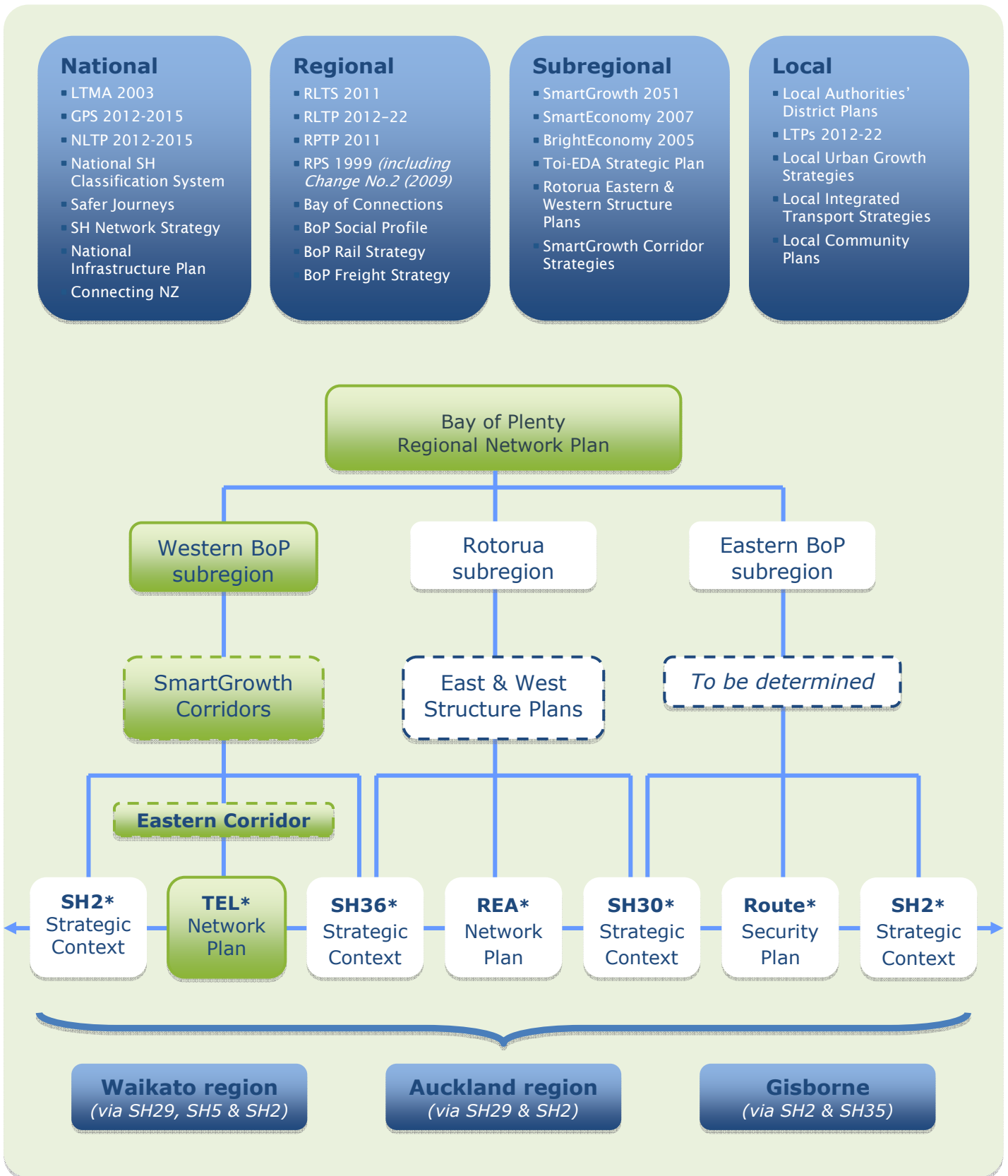
The proposed Bay of Plenty Regional Network Plan would cover three levels:

- regional
- subregional (including corridors)
- local (project level).

The Tauranga Eastern Link Network Plan sits within the 'local' level of documents, as outlined in figure 1.

Figure 1 Regional Integrated Planning Framework

'land use - transport - investment'



KEY

* Boxes on the bottom level are examples only - this level would apply to all relevant state highways as well as key projects across the region and between regions.

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Summary

Importance of the Bay of Plenty region

The Bay of Plenty region is fundamental to the economic growth and success of New Zealand as a whole. 80% of the nation's kiwifruit exports are grown in the region, and there are extensive timber, horticulture and manufacturing activities.

The Port of Tauranga is New Zealand's largest export port, and is strategically located in the heart of Tauranga, one of the fastest-growing cities in the country. The success of many of the nation's important export activities relies on efficient access to and from this port.

45% of the nation's gross domestic product sits within the 'Golden Triangle' of the Auckland, Waikato and Bay of Plenty regions. The three regions are projected to account for half of New Zealand's total economic activity by 2025 and 53% of New Zealand's population by 2031.

The Bay of Plenty region's economy is expected to double in size over the next 20 years. Investment in transport infrastructure in the Bay of Plenty is critical to enhancing the performance of the regional and national economy.

Development of the Western Bay of Plenty

The western Bay of Plenty subregion has experienced rapid population growth since the 1950s. This will continue, with the population predicted to double to 284,000 by 2051. Driving this is the desirable lifestyle the subregion boasts and the belief that the western Bay of Plenty is a great place to live, work and play.

In terms of urban growth, the SmartGrowth Strategy 2051¹ has identified Papamoa East as a major growth area within the western Bay of Plenty eastern corridor.

The global financial crisis that began in 2008 has resulted in development slowing across New Zealand, including in the western Bay of Plenty subregion. Although it is expected that New Zealand will come out of the crisis over time, it is important for the SmartGrowth partners to work together to ensure prudent provision and alignment of infrastructure to growth and development.

This work will be undertaken through the comprehensive review of the SmartGrowth Strategy, planned to be undertaken in 2012-13.

Tauranga Eastern Link

The western Bay of Plenty eastern corridor connects the central North Island, eastern Bay of Plenty, Gisborne and Hawke's Bay to Tauranga, and in particular the Port of Tauranga. The Tauranga Eastern Link (TEL) is a key piece of lead infrastructure within the strategic roading network required to support economic growth, safety and integrated growth management both within and between regions.

¹ Integrated Growth Management Strategy for the western Bay of Plenty subregion.

The TEL has been integrated within regional, subregional and local planning for a number of years, predominantly through the SmartGrowth Strategy 2051, the Regional Land Transport Strategy 2011, the Regional Land Transport Programme 2012-22 and the Long Term Plans, most recently for the 2009-19 period.

For this reason, land use patterns and subsequent development are aligned to the TEL and a significant number of local projects and processes have been committed to in the subregion. This integration of land use, transport and investment will ensure the optimisation of the TEL aligned to its estimated completion date of 2016.

The TEL will provide an alternative route to State Highway 2 (SH2), between Te Maunga and Paengaroa, and is planned to considerably improve journey times and reliability, including a 12-minute journey time saving each way. This will result in a number of economic activities being able to move more freight, more often.

This section of SH2 is currently the second worst state highway in the country for fatalities and serious injury crashes per kilometre². The TEL will provide a safer route by removing significant volumes of traffic, especially heavy vehicles, to a four-lane median-divided motorway, which will reduce the potential for serious crashes, as well as allow the local Te Puke township to develop a more pedestrian-friendly town centre.

Construction of the TEL was brought forward by several years due to the overwhelming community support for tolling of the new link. TEL is now expected to open to traffic in 2016.

In summary, the TEL will:

- support managed growth in the western Bay of Plenty eastern corridor
- enhance inter- and intra-regional and national economic growth and productivity
- improve efficiency and travel time reliability
- provide a more direct and efficient route to the Port of Tauranga
- provide a safer route between Tauranga and Paengaroa.

Network Plan

This Network Plan outlines the considerable investment that both central and local government, as well as private developers and landowners, have committed to and aligned, to ensure certainty of development and the subsequent prudent provision and funding of infrastructure.

The network plan includes:

- an outline of the strategic context that supports the planning and delivery of the TEL, within a wider regional framework
- details of the integration of land use, transport and investment to ensure optimisation of the TEL, including the integration with the local transport network, land use and associated infrastructure

² KiwiRAP 2008 (Road Assessment Programme)

- a summary of key issues, risks and opportunities, including the action(s) being undertaken or proposed to take advantage of or address these.

The NZ Transport Agency (NZTA) prepared the Network Plan in consultation with key stakeholders in the region, including the Bay of Plenty Regional Council (BoPRC), Tauranga City Council (TCC) and Western Bay of Plenty District Council (WBoPDC). It is a living document that is intended to provide a summary of the TEL project at a specific point in time.

As the TEL project evolves, the Network Plan will evolve with it. While the plan has no formal or statutory status, it will inform the NZTA and key stakeholders and assist with integrated planning processes.

1.0 Roads of national significance

In March 2009, the Minister of Transport announced the government's first seven roads of national significance (RoNS), which are essential routes that require priority treatment in the land transport system.

The seven RoNS, from north to south, are:

- Puhoi to Wellsford – State Highway 1 (SH1)
- Auckland Western Ring Route – SH16 and SH20
- Victoria Park Tunnel, Auckland – SH1
- Waikato Expressway – SH1
- Tauranga Eastern Link – SH2
- Wellington Northern Corridor – SH1
- Christchurch Motorways.

The RoNS are lead infrastructure for achieving the government's investment objectives to achieve economic growth and productivity.

They represent one of New Zealand's biggest ever infrastructure investments and are a key part of the government's National Infrastructure Plan and *Government policy statement on land transport funding*.

The seven routes identified are all within or adjacent to New Zealand's five largest population centres.

Map A shows New Zealand's seven RoNS.

Map A New Zealand's roads of national significance



2.0 Overall need for the Tauranga Eastern Link

The Tauranga Eastern Link (TEL) is a significant piece of land transport infrastructure to support the growth and development of the Bay of Plenty region. It is the largest roading project ever planned in the region and one of the largest in New Zealand to date.

It significantly enhances links within the Bay of Plenty, and improves critical freight movements between Tauranga and the eastern Bay of Plenty, Rotorua and Gisborne areas.

It is for this reason that the TEL has been identified as one of the government's seven RoNS, given its contribution to supporting the government's key priorities of economic growth, productivity improvement, safety and community wellbeing.

3.0 The project

The TEL is an alternative route to SH2 between Te Maunga and Paengaroa, within the western Bay of Plenty eastern corridor.

SH2 east of Tauranga connects the central North Island, eastern Bay of Plenty, Gisborne and Hawke's Bay to Tauranga, and in particular the Port of Tauranga. The section of state highway from Paengaroa to Tauranga carries over 18,000 vehicles per day (annual average daily traffic – AADT – in 2008), including just under 2000 trucks, many of which need to access the Port of Tauranga in a timely and efficient manner.

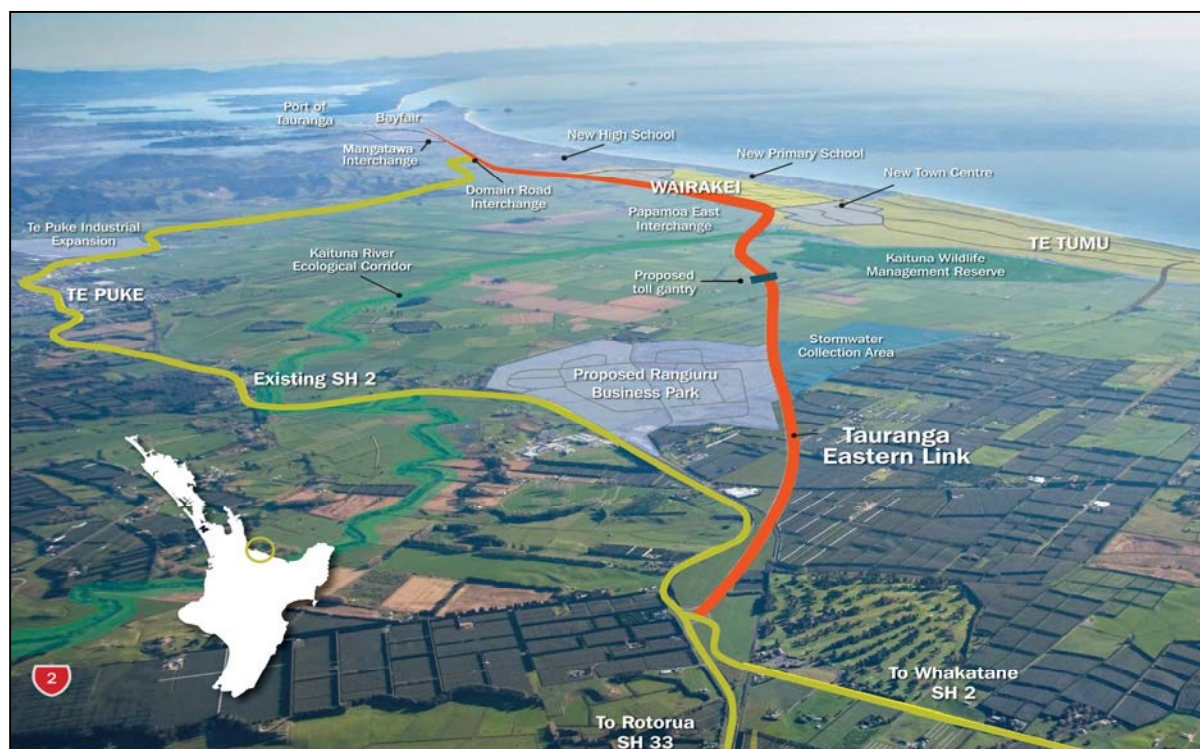
Currently, this section of SH2 is the second-worst state highway under the New Zealand Road Safety Assessment Programme (KiwiRAP) 2008, based on fatalities and serious injury crashes per kilometre. This will be reassessed in late 2011.

3.1 Tauranga Eastern Link objectives

The project's objectives are to:

- support managed growth in the western Bay of Plenty eastern corridor, as outlined in the SmartGrowth Strategy 2051
- enhance inter- and intra-regional and national economic growth and productivity
- improve efficiency and contribute to economic development through improved travel time reliability
- provide a more direct and efficient route from across the region to Tauranga, and in particular to the Port of Tauranga
- provide a safer route between Tauranga and Paengaroa, including diverting heavy vehicle volumes away from Te Puke's town centre.

3.2 Where does the Tauranga Eastern Link go?



The TEL project begins near the Baypark Stadium, Te Maunga in Tauranga and follows the existing SH2 to the Domain Road intersection at Papamoa.

It then leaves the current state highway route and crosses rural land parallel to Tara Road, across Parton Road and along the sand hills to the Kaituna River at the end of Bell Road. At this point the TEL crosses the river and carries on past the Kaituna Wildlife Management Reserve.

It heads south-east across dairy farms and orchard lots before rising up over the railway line to join the existing junction of SH2 and SH33 (the Rotorua and Whakatane highways) near Paengaroa.

Map 6, at the end of this document, outlines the overall TEL.

3.3 Key components

The overall project comprises:

- Te Maunga to Domain Road – upgrade of the existing two-lane road to a four-lane motorway (untolled)
- Domain Road to Paengaroa – construction of a new four-lane motorway (this section is proposed to be tolled).

Project components

- A single toll gantry proposed between the Kaituna River and the future Rangioru Business Park interchange
- 23km of four-lane median-divided carriageway
- 17km of greenfield

- 7 bridges, including over the Kaituna River
- Three million plus cubic metres of earthworks
- Two million cubic metres of imported fill
- Relocation of the Papamoa Bulk Watermain
- Five years of construction period (including three or four seasons of earthworks)
- Grade-separated interchanges at Sandhurst and Domain Road and provision for future interchanges at Papamoa East and Rangiuru Business Park

3.4 Monitoring of outcome deliverables

The following key benefits are being monitored:

- Enhance intra- and inter-regional economic growth and productivity.
- Improve journey time reliability.
- Improve safety and reduce deaths and serious injuries.
- Relieve congestion and improve urban amenity and pedestrian connectivity.
- Improve vehicle operating costs.
- Improve pedestrian and cyclist activity.

Further information on the monitoring of these benefits, including data examples, is included in section 14.0 'Review and monitoring'.

4.0 Tauranga Eastern Link – delivering the objectives

4.1 Objective 1 – Supporting Managed Growth

Western Bay of Plenty subregion



The western Bay of Plenty subregion has experienced rapid population growth since the 1950s. The population of the subregion is predicted to rise from 130,000 in 2001 to 198,000 by 2021 and 284,000 by 2051 – nearly a doubling in population since 2001.

It is predicted that the subregion will hold 5.2% of the nation's population by 2051. Tauranga city has already surpassed Dunedin to become the fifth largest city in New Zealand.

The foreseen impacts from growth have led local government in the subregion to work with the NZ Transport Agency (NZTA) on growth management under the SmartGrowth Strategy 2051.

The SmartGrowth Strategy 2051 has a focus on an integrated approach to planning through ensuring that land use infrastructure, in particular transport and investment, are aligned and connected to deliver effective long-term growth management.

SmartGrowth corridor approach

The SmartGrowth Strategy 2051 has adopted a 'corridor approach' to planning and implementation,

ensuring that land use and transportation planning are integrated.

This approach ensures that impacts are assessed and decisions made that ultimately support development occurring in a manner, location and timeframe that allows for supporting infrastructure to be prudently funded and implemented.

The TEL sits within the SmartGrowth eastern corridor.

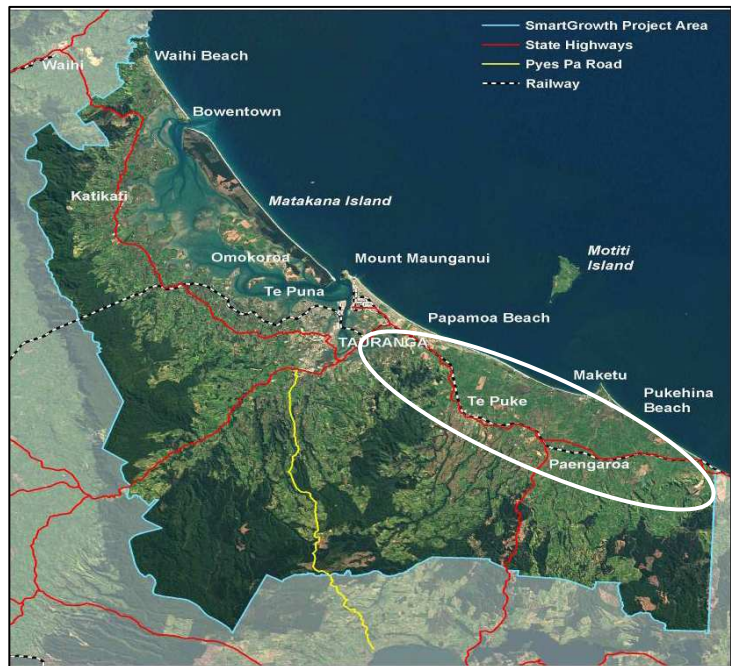
Eastern corridor

Once fully developed, the western Bay of Plenty eastern corridor will be home to upwards of 60,000 people.

The Eastern Corridor Strategy 2008, developed by the SmartGrowth partnership, sets an integrated picture of land use, transport and investment along and within this corridor.

The core features within the corridor include:

- Papamoa East urban growth area (stages 1&2), including a new town centre
- Rangiuru Business Park (150 hectares)
- new business and residential areas at Te Puke
- new schools and early childhood facilities
- Bayfair Shopping Centre upgrade and expansion
- Baypark Development, including the subregional Sport and Exhibition Centre
- TEL – RoNS
- key new roading infrastructure and upgrades (linked to the TEL)
- public transport infrastructure and services.



Western Bay of Plenty eastern corridor

In broad terms, future development along the eastern corridor is expected to contribute around \$8.5 billion to the subregion’s economy, including:

- 17,500 new homes
- 450 hectares of industrial development
- up to 100,000m² of shops, office and commercial activity.

Papamoa East urban growth area

The Papamoa East urban growth area is proposed to be home to an additional 30,000 people by 2051. This amount of people cannot be serviced by existing facilities. New amenities, services and infrastructure will be required to support this scale of development.

The urban growth area has been planned in two stages. Stage 1 ‘Wairakei’ began development in 2007 and Stage 2 ‘Te Tumu’ is planned for post 2021. One of the key reasons for a staged approach is to ensure that the provision of efficient infrastructure is affordable and timely, and aligned to the actual uptake of growth and development.

The TEL is critical to the ongoing development of this urban growth area. Papamoa East Stage 1 assumes that the TEL will be in place in 2016 and Stage 2 depends on the TEL being there before development commences.

Te Puke

Te Puke is identified as a future urban growth area for the western Bay of Plenty subregion. It is the largest future urban growth area identified in the district outside of the Tauranga City Council area.

Te Puke's population is expected to increase by 80% within the 50-year timeframe from 2001. Currently 21,000 vehicles a day and at least 6.82 million tonnes of product per year travel through Te Puke's town centre on the existing SH2.

The TEL will bypass Te Puke, ensuring that regional traffic, particularly heavy traffic, will be diverted away from the main street. This will result in less noise and pollution and safer access.

The community feels that the future development and revitalisation of the Te Puke district and town centre will only be realised once this volume and scale of traffic can be moved to the TEL.

New residential and industrial land has also been identified for Te Puke. Two-thirds of this land is unable to be developed until the TEL is in place.



Papamoa East

4.2 Objective 2 – Economic Growth and Productivity

Economic development in the Bay of Plenty

45% of the nation's gross domestic product sits within the 'Golden Triangle' of the Auckland, Waikato and Bay of Plenty regions. The three regions are projected to account for half of New Zealand's total economic activity by 2025.

The Bay of Plenty region's economy is expected to double in size over the next 20 years. Investment in transport infrastructure in the Bay of Plenty is critical to enhancing the performance of the regional and national economy. The economic development of the region relies on existing and planned transportation linkages for the upper North Island.

It is recognised in the region that efficient transport links between large urban growth areas and business and industrial land is essential to support the 'live, work, play' principles that the SmartGrowth Strategy 2051 is built on. This ensures that employment opportunities as well as services are accessible within a community, reducing the need for excess travel across the city and/or district.

Rangiuru Business Park

The Rangiuru Business Park is part of the integrated planning approach to service existing and future urban growth, especially from the future Papamoa East urban growth area.

The Park will include 150 hectares of business land and is located between the TEL and existing SH2.

To support the Rangiuru Business Park, Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council and the NZTA have aligned planning and investment mechanisms to support the future development of the Park. The TEL is critical to the success and efficient development and operation of the Business Park.

Rail

The East Coast Main Trunk Line runs adjacent to or parallel with the TEL and is a core component of the transport network. It supports the economic development of the region and the Port of Tauranga. The East Coast Main Trunk Line also provides important rail links with the upper North Island, which are critical for New Zealand's economic development.

The interrelationship between these two significant pieces of transport infrastructure within the eastern corridor is recognised. Various planning processes and works within the overall TEL project support this, such as the construction of a railway overbridge and underpass along the route.

4.3 Objectives 3 & 4 – Transport Efficiency and Improving Access to the Port of Tauranga

Port of Tauranga

The Port of Tauranga is the primary catalyst to the economic success of the Bay of Plenty. With the Port of Tauranga being the largest port in the country in terms of total cargo volume and the second largest in terms of container throughput, transport connections to and from the Port are critical to the region's success.

70% of container traffic at the Port is serviced by rail and 75% of bulk products (mainly logs) are serviced by road, which makes the security and future management of these corridors essential to the success of the Port and the region.

SH2 currently carries over 18,000 vehicles per day (annual average daily traffic – AADT – in 2008), including just under 2000 trucks, many of which need to access the Port of Tauranga in a timely and efficient way.

Journey time reliability is particularly critical for freight movement to the Port due to the pre-scheduled sailing of vessels. Deteriorating journey time reliability can put the efficient operation of the Port under strain and reduces the productivity of heavy vehicles travelling to and from the Port. Consequently this has a significant impact on the economic success of the region.

It is planned that the TEL will considerably improve journey times and journey time reliability, including a 12-minute journey time saving each way versus the existing SH2.

The TEL is a significant component of the strategic transport network servicing the Port from the east. Its construction ensures that major industries such as timber, manufacturing, agricultural and tourism in the eastern Bay of Plenty, Rotorua and Gisborne areas have access to efficient and affordable transportation networks.

4.4 Objective 5 – Provide a Safer Route

The section of SH2 from Te Maunga to Paengaroa has the country's second worst rate of fatal and serious injury crashes per kilometre for state highways (KiwiRAP 2008).

The TEL will enable significant volumes of traffic, especially heavy vehicles, to be removed from SH2 and transferred to a four-lane median-divided motorway. The full expressway standards for the TEL will significantly reduce the potential for head-on crashes and other serious incidents.

The Te Puke township is currently dissected by SH2, resulting in over 21,000 vehicles per day, including approximately 2000 trucks, traversing through its town centre. The construction of the TEL allows the Te Puke township, in partnership with Western Bay of Plenty District Council, to revitalise their town centre as per their Te Puke Community Plan, which includes the development of a more pedestrian-friendly town centre.

5.0 Development and delivery

The delivery of significant infrastructure projects is predominantly undertaken by multiple parties, from both the public and private sectors. Therefore it is critical that planning and partnership mechanisms are in place to support the security of investment and decision making for each party involved.

5.1 Planning and decision making

The western Bay of Plenty local authorities (Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council) and the NZTA have adopted an integrated planning partnership to support key planning and decision making.

It is critical, when significant land use development is planned, that the supporting infrastructure and investment is aligned. Robust monitoring of growth and development uptake is undertaken across the western Bay of Plenty subregion to ensure that prudent planning for and subsequent funding of infrastructure is achieved at all levels (local and central government).

The councils and the NZTA are committed, via the SmartGrowth partnership, to an integrated 'land use – transport – investment' framework for all key planning, decision making and subsequent implementation within the subregion.

A number of statutory and non-statutory processes have been undertaken and planned for to support this.

Bay of Plenty Regional Policy Statement

In 2009, Change No. 2 'Growth Management' to the Bay of Plenty Regional Policy Statement (RPS) 1999 was made operative. This statutory change effectively anchored the SmartGrowth Strategy 2051 approach, in that it defined urban limits and future growth areas across the western Bay of Plenty subregion. It also supports the key growth management principle of 'live, work, play'.

Change No. 2 included the identification of the Papamoa East urban growth area (Wairakei and Te Tumu) and the Rangiuru Business Park.

Any district plan must 'give effect' to the provisions of a regional policy statement.

The regional council has also commenced a review of the existing Regional Policy Statement in line with statutory requirements. The NZTA is an active participant in this process. The new Bay of Plenty Regional Policy Statement is likely to become operative some time in 2012.

District Plan reviews

Tauranga City Council and Western Bay of Plenty District Council have since given effect to the Regional Policy Statement via both their District Plan reviews as well as various completed plan changes, including Plan Change 44 – Wairakei (Papamoa East stage 1), Plan Changes 70 (industrial) and 25 (residential) – Te Puke and Plan Change 33 – Rangiuru Business Park.

The NZTA is actively participating in the District Plan review processes, in partnership with the territorial local authorities.

Plan Change 44 – Papamoa East urban growth area, stage 1 ‘Wairakei’

Tauranga City Council completed a comprehensive review in 2010 of the original plan change for Wairakei. This review included variations to the overall yield and population projections within the urban growth area and subsequent variations to the supporting local roading network.

Amended population projections for Wairakei include a decrease from 12,000 to 8500. This is in response to a comprehensive economic review, undertaken by the council, of the financial viability of the growth area given New Zealand’s economic market and potential development positions, and is a part of any sustainable implementation of growth management.

The council’s Development Contributions Policy, Long Term Plan and Asset Management Plan all reflect this refinement. The Tauranga Transport Model also reflects this reduction.

The NZTA worked in partnership with Tauranga City Council to ensure that links to the TEL were integrated and that the plan change supported the TEL’s overall objectives as well as wider SmartGrowth Strategy and subregional outcomes.

Plan Change 44 was made operative in 2011.

Papamoa East urban growth area, stage 2 ‘Te Tumu’

Te Tumu is planned for development post 2021, at a total projected population of 20,000. The timing of this development is aligned to Wairakei (stage 1) to ensure the sustainable management of growth within the subregion, including prudent future planning for and investment in infrastructure.

This timing of development is supported via the SmartGrowth Strategy 2051 and Tauranga City Council’s District Plan, Long Term Council Community Plan 2009-19 and associated Development Contributions Policy.

Plan Change 33 – Rangiuru Business Park

Through the integrated planning approach, Rangiuru has been identified through the SmartGrowth Strategy 2051 as one of the key locations for future business and industrial land to support future residential land use development, especially in the Papamoa East urban growth area. Rangiuru will be required to meet the forecast demand for business and industrial land in the eastern part of the subregion.

The councils and the NZTA are working together to ensure that the framework supporting Rangiuru is integrated and aligned so that the environment for development is at the optimal level that can be achieved within the parameters of local government.

Plan Changes 25 and 70 – Te Puke

Two separate plan changes have been undertaken within the Te Puke area. These include Plan Change 70 – Te Puke West Industrial Zone, which was made operative in 2009, and Plan Change 25 – Te Puke Residential, which was made operative in 2010.

This alignment of additional residential and business land development is also part of the implementation of the SmartGrowth Strategy 2051 within the western Bay of Plenty eastern corridor.

Long Term Plans

Long Term Plans, locally known as 'Ten Year Plans', set the direction for a council for 10 years and are formally reviewed and updated every three years. They describe the activities of the council and show the whole picture of how activities are managed, delivered and funded.

The delivery of all associated activities, including within the western Bay of Plenty eastern corridor, is outlined in the Ten Year Plans of Tauranga City Council and Western Bay of Plenty District Council – in the current case, the Ten Year Plans 2009-19.

Supporting these Ten Year Plans are comprehensive Asset Management Plans, linked to Tauranga City Council's Development Contributions Policies and Western Bay of Plenty District Council's Financial Contributions Policies that outline the location, timing and cost of infrastructure.

Development Contributions (Local Government Act) / Financial Contributions (Resource Management Act) Policies

Rapid population growth in New Zealand has brought to the forefront of local government the debate of who should pay for growth. For example, should growth pay for 100% of growth? Or where there is benefit from the new infrastructure required across an existing community, district or city, then should the costs of that infrastructure be shared?

Tauranga City Council has adopted the Development Contributions Policy approach under the Local Government Act 2002 to support discussions on the sustainable growth management of Tauranga city. Western Bay of Plenty District Council has adopted the Financial Contributions Policy approach under the Resource Management Act 1991.

Monitoring

With 60% of the capital budget in Tauranga City Council's Ten Year Plan 2009-19 allocated to growth-related projects, it is critical that the council has robust monitoring processes in place to support decisions on the prudent timing and implementation of infrastructure.

Tauranga City Council has a number of key monitoring processes aligned to the implementation of the SmartGrowth Strategy 2051, including six-monthly monitoring of development uptake and strategy implementation and annual reporting on development trends (Development Trends Report) in partnership with Western Bay of Plenty District Council.

In addition all three partner councils (Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council) monitor their responsibilities under the Resource Management Act 1991, Local Government Act 2002 and Land Transport Management Act 2003 regarding reporting on progress implementing regional land transport strategies.

5.2 Surety of planning and partnerships

The NZTA relies nationally on public and private partnerships to deliver its significant transport programme. Aligned planning and an agreed commitment from all parties are critical to ensure projects are delivered efficiently and affordably.

This trust and partnership commitment is equal on all sides and each party must ensure that all relevant aspects of planning, funding and implementation are aligned and communicated to achieve the best outcomes possible.

As can be seen in the optimisation tables, the TEL is a very good example of this.

SmartGrowth Strategy 2051

A key aspect of the SmartGrowth Strategy implementation is that the strategy is anchored in a range of planning and strategy documents across the partnership. No one partner can unilaterally amend the strategy and/or resile from its implementation commitments without going through a defined process with the other partners.

In addition given the strategy is reflected in a matrix of planning documents, the process of changing them is significant whether it be at the regional or territorial authority level. It is about providing surety and continuity of planning.

SmartGrowth Settlement Pattern update

Between 2009 and 2010, SmartGrowth completed a series of investigations and reports that identified that some of the planned densities of Wairakei and Te Tumu are unlikely to be achieved in the current economic market. In addition, the reports concluded that SmartGrowth needs to find areas for an additional 10,000 people between 2031 and 2051.

The SmartGrowth Settlement Pattern Update Project is currently underway where a number of key areas are being investigated for future settlement.

It is important to note that these additional areas are not envisaged by the SmartGrowth partners to be required until post 2041 and therefore the partners have sufficient time to undertake robust analysis and modelling to ensure that current and future growth areas will be viable from both development and provision of infrastructure positions.

The NZTA is a key partner in this project, especially given the importance of optimising current investments and networks and the key principle of timing and staging of growth linked to the prudent provision of infrastructure.

6.0 Planning for the Tauranga Eastern Link

The TEL has been underway as a project for over 10 years. Considerable amounts of integrated planning and processes have been undertaken to get to the point where today, in 2011, we have started the construction phase, which will continue for the next 5-6 years.

The TEL is embedded in local and regional planning and is a key transport component of the SmartGrowth Strategy 2051.

Figure 2 diagrammatically outlines the key milestones already achieved and planned for in the delivery of the TEL.

6.1 Construction contracts

The construction of the TEL has been separated into two components:

- Enabling Works Contracts
- Tauranga Eastern Link Main Construction Contract.

Enabling Works Contracts (approximately \$35 million)

This stage is almost complete and involved relocating service facilities such as water mains, improving a flood water pump station, undertaking flood mitigation works, and completing minor improvements to Truman Lane and Kaituna Road.

Two final projects will be completed in 2012.

Main Construction Contract (approximately \$340 million)

This phase is being delivered as a design and construct delivery model, incorporating the construction of all roading and toll infrastructure.

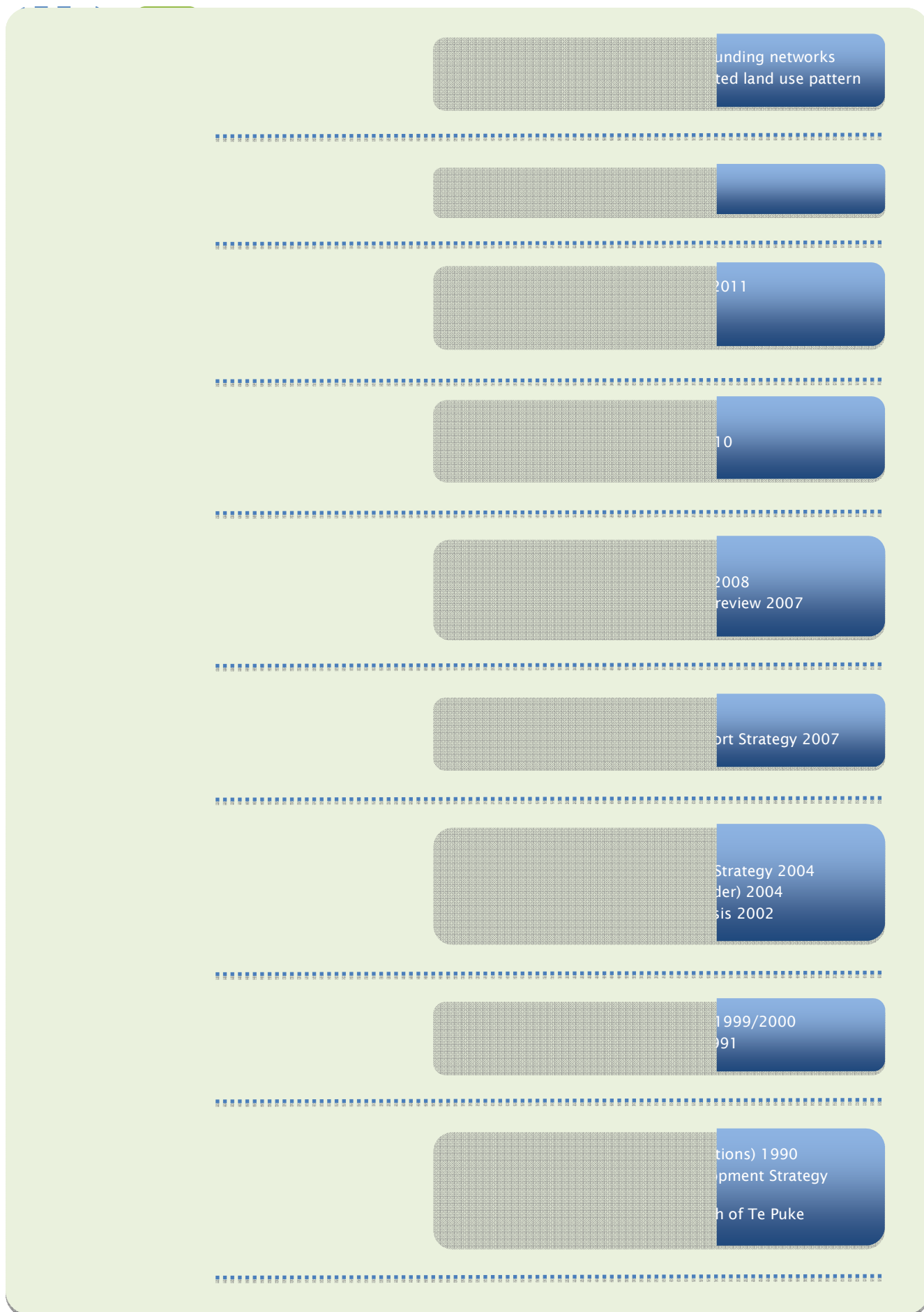
The design and construct approach has been selected due to the significant opportunities that can exist for innovation from industries, particularly through the management of earthworks and material selection.

In early November 2010 the construction contract was awarded to the Fulton Hogan HEB Construction Alliance. Construction of preliminary works and access roads has been completed. Ground improvements and earthworks are now underway.

This contract is due to be completed by mid 2016.

Figure 2 Tauranga Eastern Link road map

'Where have we come from and where to next'



7.0 Key issues and risk management

The NZTA and key partners are working through a number of current issues as part of the delivery of the TEL and other local and subregional projects and processes. (See section 8 for a summary of the key risks and their mitigations.)

7.1 Alignment and integration of planning and investment

Optimisation of current investment in the eastern corridor

With the global financial crisis, New Zealand has seen a rapid decline in growth and development. This decline has resulted in key councils across the country dealing with significant growth-related issues, such as debt management and the ongoing debt-related costs of lead infrastructure provision.

As part of developing the next Ten Year Plan (2012-22), Tauranga City Council and Western Bay of Plenty District Council have been discussing options for dealing with their debt management profiles. A key part of this has been reviewing the impact of the global financial crisis on their revenue streams, ie rates and development contributions, and what the debt picture will look like in the future.

This has included analysis and elected member discussion on the viability of the Papamoa East 'Wairakei' urban growth area within the eastern corridor. Current analysis is signalling that there will be challenges to undertaking significant development in this corridor in the short to medium term due to the GFC and affordable provision of infrastructure. This has resulted in Tauranga City Council looking at opportunities within other key corridors in the subregion, ie the western (SH29) corridor.

Due to the significant investment already made in the SmartGrowth eastern corridor from both a transport and land use perspective, it is important that the SmartGrowth council partners take a whole-of-network approach to future settlement patterns, and ensure that decisions made in this financial climate, to address debt management issues, do not adversely affect planning and investment decisions already made and committed elsewhere in the subregion. It is important that the SmartGrowth partners, including the NZTA, work together to ensure that any current and future transport investment is optimised prior to any future new investment being sought.

The NZTA has strongly signalled its position on the continued implementation of the SmartGrowth Strategy in the eastern corridor in the short to medium term. We have also signalled that we are open to discussion on future settlement patterns, via the SmartGrowth Settlement Pattern Update Project (currently underway) and the overall SmartGrowth Strategy Review (commencing 2012-2013). This will include discussion on the future of the western (SH29) corridor and its relationship to the wider network, including the optimisation of Route K (toll road).

Rangiuru Business Park viability

As part of the ongoing monitoring and implementation of the SmartGrowth Strategy, the SmartGrowth partners monitor development uptake on an ongoing basis to ensure that the planned provision of infrastructure aligns with growth.

With the scale of the Rangiuru Business Park, it is important that the SmartGrowth partners work together with developers to support the overall economic and development viability of the Park and the impact this has on infrastructure provision and affordability. The impact of the global financial crisis has resulted in the SmartGrowth partners needing to undertake further work to reduce the overall development costs and realign staging of development.

Current signals are that the timing of development of the Park may lag behind the completion of the TEL by a number of years. If the SmartGrowth council partners, in partnership with developers, were to deem the Park to be 'unviable' and look for alternative business land outside of the eastern corridor or away from the TEL then this would have a significant impact on the overall optimisation of the TEL.

It is important that, given the current global financial environment and resulting debt management impacts on local government, the SmartGrowth partners do not forgo key works required, through the construction of the TEL, to 'protect' the future development of the Park were there to be a change in New Zealand's development and economic climate in the future.

This is currently a high priority for the SmartGrowth partners, including the Chief Executives Advisory Group of which the NZTA is a core partner.

Rangiuru Business Park Interchange

A core component of the transport network for the Park is the Rangiuru Business Park Interchange. The interchange will support efficient access on and off the TEL to the business park, supporting economic objectives for the overall park development.

Local connections to the interchange will link across the business park into the new intersection proposed for Rangiuru / Maketu. This will ensure efficient distribution of traffic both to the TEL and existing SH2.

The interchange is lead infrastructure as part of stage 1 of the business park and is to be funded by the developer, in consultation with the NZTA. Although timing is yet to be determined, the current signals from the developer and Western Bay of Plenty District Council, due to the downturn in development, is that this interchange will not be required as part of the TEL construction contract. This is not a risk in itself, due to the TEL contract being established to allow for construction as part of the TEL project or post TEL construction.

However, to support the future development of the Interchange, key enabling works need to be agreed by March 2012 to be implemented as part of the construction of the TEL. These works have been agreed and are currently being aligned to the TEL and will be funded by the current land owner.

Maunganui Road–Girven Road intersection improvements

The Maunganui Road–Girven Road intersection is currently a key congestion point between the TEL and the Hewletts Road–Harbour Link connection to Tauranga city.

The future development of the intersection is intimately connected with the TEL. Currently the improvement of the intersection is one of the highest state highway priorities across the country for the next National Land Transport Programme.

It is critical that efficiency and safety outcomes are delivered via this project to support and optimise the wider network outcomes already invested in through significant projects such as the TEL, Hewletts Road flyover and Harbour Link.

The Maunganui Road–Girven Road intersection improvement project is currently in investigation phase. If the network benefits and outcomes within the western Bay of Plenty eastern corridor are to be optimised and achieved then it is important that the future design and construction phases of this project are aligned, through NZTA and council planning, to the delivery of the TEL project in 2016.

Te Maunga intersection improvements

The Te Maunga intersection is a critical node in the Tauranga network. It is the junction where SH2 and SH29 merge and is next to the only access point to the Baypark Stadium and TECT Sports and Exhibition Centre. It is also the last significant junction between Paengaroa and Tauranga city to be addressed within the eastern corridor network. Through the TEL project, the Te Maunga intersection will undergo a minor upgrade to improve the operation of the junction at this point, which will ensure the efficiency of the surrounding network and the operation of the two state highways.

It is recognised that the network relationship between the Maunganui Road–Girven Road intersection, the Mangatawa interchange and the Te Maunga intersection is critical. It is important that the Te Maunga intersection and the surrounding network is designed to ensure that the overarching outcomes for the corridor are achieved. The network at this location needs to deliver efficiency, safety and local community outcomes that will balance the interventions in the network between these outcomes.

The second stage Te Maunga intersection improvement project will look at significant improvements to achieve these outcomes and is currently programmed for approximately 2021. Therefore it is critical that the NZTA monitors the operation of this intersection with the opening of the TEL, Mangatawa interchange and Maunganui Road–Girven Road intersection improvements post 2016.

Papamoa East Interchange

Te Tumu is planned for development post 2021. The development of this growth area is subject to a plan change and is a standalone process aligned to Stage 1 – Wairakei. This plan change will also include agreed timings and subsequent triggers, if relevant, for the construction of the Papamoa East interchange.

The construction and funding of the interchange is the responsibility of Tauranga City Council, in consultation with the NZTA, and is identified in Tauranga City Council's Development Contributions Policy to be funded 100% from development contributions.

The significant funding required for the Papamoa East interchange (approximately \$30 million) is a key concern for both Tauranga City Council and the local development community. Conversations are underway between the parties with an intention to approach government on the 'growth pays for growth' philosophy and the relationship this has with development viability. The Te Tumu development partners and Tauranga City Council have made the NZTA aware of their concerns. The NZTA has agreed to be part of any future conversations on this issue.

The development of Te Tumu is in an early scoping phase and the NZTA will also be able to participate in the development of the plan change in the future.

7.2 Delivery on agreed commitments

Within any government environment, project and investment decisions are subject to a political or democratic process.

As outlined in section 5.1 ('Planning and decision making'), vast amounts of statutory and non-statutory planning has been put in place to align and integrate land use, transport and investment.

In regards to specific projects within the TEL, this is also supported via various Memorandums of Understanding or Heads of Agreements between parties, as well as statutory and non-statutory planning.

Surety of planning requires trust and commitment from each party involved, and the TEL and SmartGrowth partnership are good examples of integrated planning approaches.

7.3 SH2 Future Form and Function Review

To support future decisions on the form, function and ownership of SH2 between Domain Road and Paengaroa, the NZTA is undertaking a comprehensive review, in partnership with Tauranga City Council and Western Bay of Plenty District Council.

Key issues currently on this section of state highway include safety concerns, transport efficiency and amenity issues, with the state highway running straight through the Te Puke township.

A SH2/SH33 Strategic Study was completed by the NZTA and key partners in July 2011, which established the:

- overall function of the road
- level(s) of service required to support the agreed function
- necessary upgrades and/or capital works required and responsibilities for implementation.

A SH2 Corridor Plan is now being prepared that will define the form and levels of service of individual sections of SH2 as well as confirm appropriate interventions/improvements. This is due to be completed by the end of 2011.

7.4 Development trends and growth assumptions

Over the last 2-3 years, New Zealand has felt the effects of the global recession. The recession has resulted in a significant level of building activity reducing across the subregion to levels more consistent with national levels.

The SmartGrowth partners have reviewed this reduction in development and aligned their growth assumptions accordingly to 1% per year for years 1-3 of their current Ten Year Plans (2009-19). They are also intending to continue this assumption for years 1-3 of their next Ten Year Plans (2012-22).

SmartGrowth will use the findings of the SmartGrowth Settlement Pattern Update Project, currently underway, to inform the overall SmartGrowth Strategy Review planned to be undertaken in 2012 and 2013. The NZTA is a partner in the Settlement Pattern Update Project and will also be a key partner in the overall strategy review process.

7.5 Cultural engagement and participation

Input from tangata whenua is very important to the integrated planning and future decision making for the Bay of Plenty region. They have strong representation at the local government level, including three allocated seats on the Bay of Plenty Regional Council as well as equal representation at the governance table of the SmartGrowth Implementation Committee.

Each of the local government authorities in the western Bay of Plenty subregion have agreed protocols in place for working with tangata whenua, as well as specific decision making and supporting processes for their active involvement.

Tangata whenua and the Tauranga Eastern Link

Tangata whenua (five hapu and three iwi) and their representatives have been involved in consultation on the TEL for many years at all levels.

A specific group called the Tauranga Eastern Link Tangata Whenua Advisory Group (TELTWAG) has been involved in setting the protocols and cultural requirements for this project. These include:

- archaeological monitoring, especially at the pa site by the Kaituna River
- establishing cultural and archaeological protocols for the construction period
- ensuring New Zealand Historic Places Trust procedures are adhered to.

8.0 Risk management table summary

Risk	Level	Mitigation measures
Alignment and integration of planning and investment		
Optimisation of current investment in the eastern corridor	M-H	<ul style="list-style-type: none"> • Close partnership with Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council. • Proactive partners in the SmartGrowth Settlement Pattern Update Project (currently underway) as well as the overall SmartGrowth Strategy Review (commencing 2012-2013). • Heads of Agreements in place with Tauranga City Council to align planning and investment. • Comprehensive corridor and network planning being undertaken.
Rangiuru Business Park viability	M-H	<ul style="list-style-type: none"> • Close partnership with Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council. • Identified as a high/urgent priority by the SmartGrowth Chief Executives Advisory Group.
Rangiuru Business Park Interchange – enabling works construction	L	<ul style="list-style-type: none"> • Close partnership with Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council.
Maunganui-Girven Road intersection improvements – alignment to TEL	L-M	<ul style="list-style-type: none"> • Working as one agency through the NZTA’s Planning and Investment team and Highways and Network Operations team to ensure delivery of corridor outcomes.
Te Maunga Intersection – long-term improvements alignment to TEL	M	<ul style="list-style-type: none"> • Working as one agency through the NZTA’s Planning and Investment team and Highways and Network Operations team to ensure delivery of corridor outcomes.
Mangatawa Interchange – local network alignment to TEL	L	<ul style="list-style-type: none"> • Close partnership with Tauranga City Council. • Heads of Agreements in place with Tauranga City Council to align planning and investment.
Papamoia East Interchange – future funding viability	L	<ul style="list-style-type: none"> • Close partnership with Tauranga City Council. • Able to participate in key land use planning associated with Stage 2 Papamoia East Urban Growth Area (Te Tumu)
Agreed commitments		
Other parties not delivering on agreed commitments and timeframes	L	<ul style="list-style-type: none"> • Heads of Agreement and Memorandums of Understanding developed and signed. • Statutory and non-statutory planning commitments (Regional Policy Statements, District Plans, Ten Year Plans) • Close partnership with Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council.

Risk	Level	Mitigation measures
Development trends and growth assumptions		
Downturn of development	M	<ul style="list-style-type: none"> • Robust monitoring of development undertaken as part of the SmartGrowth partnership approach. • Close partnership with Tauranga City Council, Western Bay of Plenty District Council and Bay of Plenty Regional Council.
Future form and function of remaining section of SH2		
Future function and operation of remaining section of SH2 not agreed across parties	M	<ul style="list-style-type: none"> • Draft Memorandum of Understanding with Western Bay of Plenty District Council. • Close partnership with Western Bay of Plenty District Council.
Cultural engagement		
Lack of cultural engagement and participation	L	<ul style="list-style-type: none"> • Establishment of the Tauranga Eastern Link Tangata Whenua Advisory Group (TELTWAG) as a key stakeholder in the delivery of the project. • Monitoring processes in place that have tangata whenua representatives overseeing works to support any archeological finds.

9.0 Optimisation of works and development

The TEL is a nationally significant transport infrastructure project that brings vast benefits to the western Bay of Plenty eastern corridor and Bay of Plenty region.

Connectivity to and from the TEL is essential not only to support a significant investment in transport infrastructure but also to support the existing and future local and regional strategic roading network which it forms part of.

For the western Bay of Plenty the advantage of having a road of national significance within the subregion was recognised early and has resulted in significant local investment by Tauranga City Council and Western Bay of Plenty District Council, private developers and partners within the growth corridor.

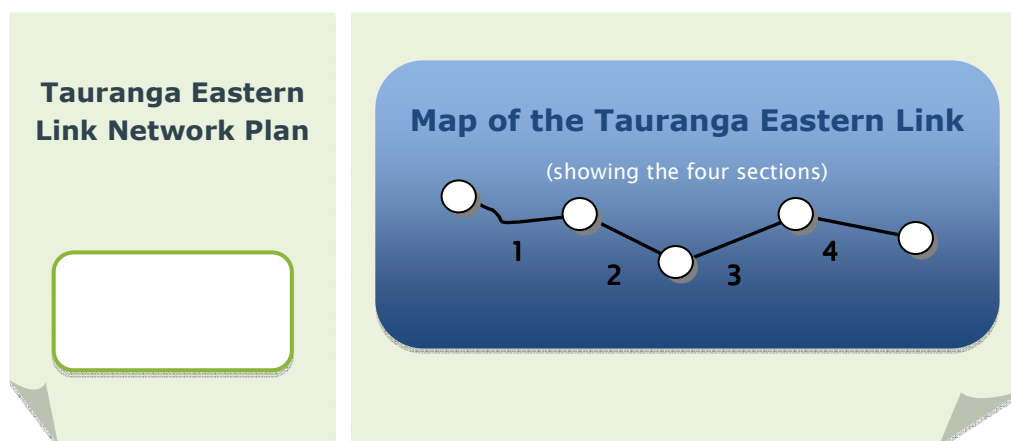
To outline this optimisation, the overall project has been divided into four sections.

These include:

- Section 1** Arataki to Mangatawa Lane
- Section 2** Mangatawa Lane to Domain Road Interchange
- Section 3** Domain Road Interchange to Kaituna River Bridge
- Section 4** Kaituna River Bridge to Paengaroa

For each of the four sections, this plan outlines the key works, development and planning that is aligned to occur in conjunction with and adjacent to the TEL.

An A3 map at the back of this plan shows the entire length of the TEL, including the four sections. It can be folded out to support the reading of these sections as per the diagram below.



9.1 Local investment

As can be seen in the following optimisation tables, a majority of the activities aligned to the TEL sit with the two main territorial local authorities.

Most of the local projects outlined are currently within the council's Ten Year Plans 2009-19 or are planning processes supported by regional, subregional and local strategies and plans. The key ones are the Regional Policy Statement, Regional Land Transport Strategy and Programme 2009-19, SmartGrowth Strategy 2051 and Council District Plans.

A significant proportion of the local investment identified in the Tauranga City Council area receives no funding from the National Land Transport Programme. This is because all of these projects are to be funded 100% by development contributions and are included in the council's comprehensive Development Contributions Policy as adopted through their Ten Year Plan 2009-19.

Tauranga City Council has a robust strategic framework in place to support the development of their Long Term Plans. This is aligned to their requirements under the Local Government Act 2002, including delivery of agreed community outcomes. A key principle is that any project put forward for funding and/or support must be within an adopted strategy, policy or plan or come directly from a formal council resolution.

Tauranga City Council has adopted a 'growth pays for growth' approach and undertakes robust monitoring of development to ensure that key infrastructure associated with growth is planned for and delivered in a timely and affordable manner.

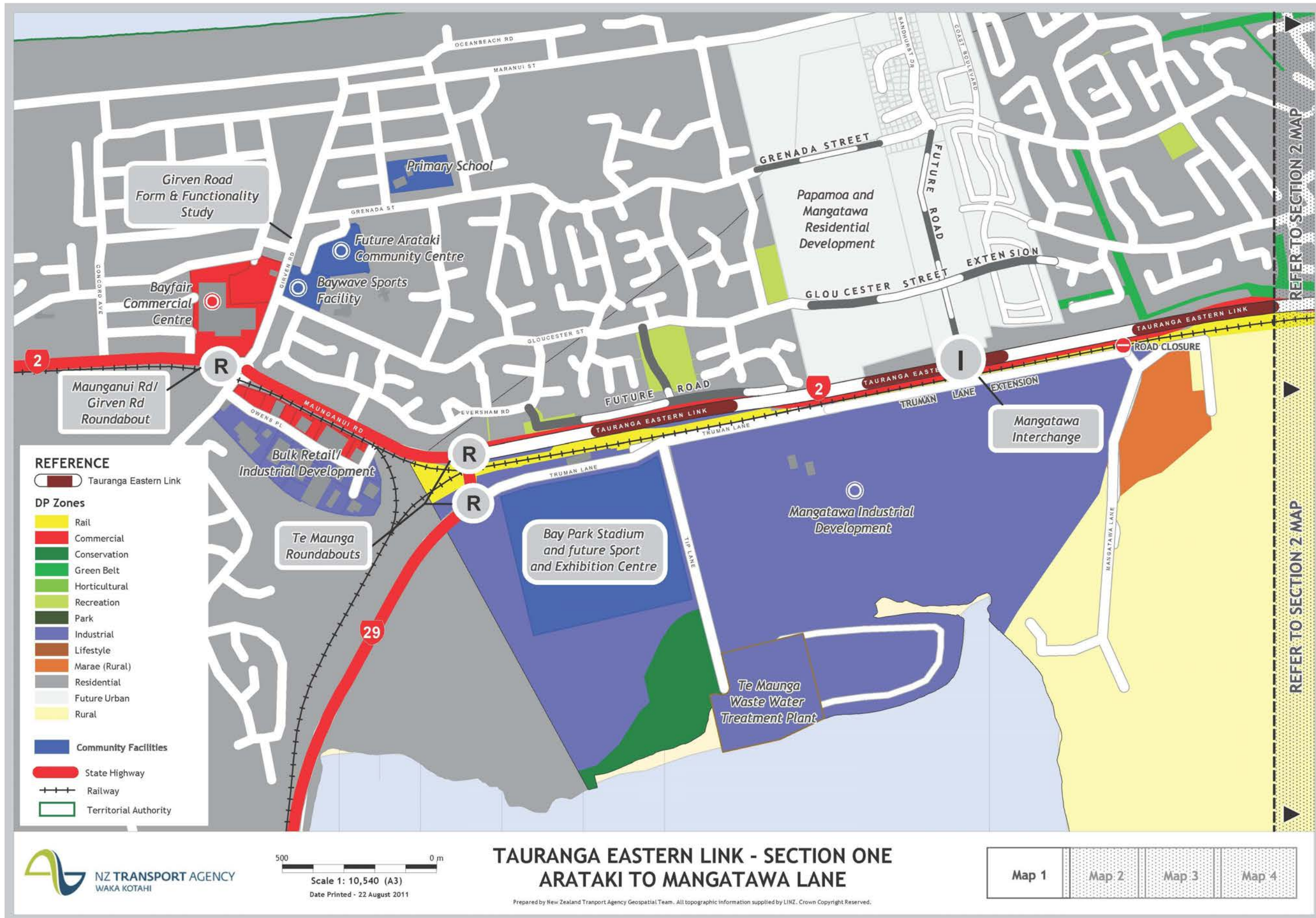
The current challenges facing the SmartGrowth partners due to the global financial crisis and subsequent downturn in growth are highlighted in the Key Issues and Risk Management sections of this Plan (sections 7 & 8).

9.2 Section 1 – Arataki to Mangatawa Lane

Section 1 includes:

- map 1 – Arataki to Mangatawa Lane
- key components
- key project/place information.

Map 1 Section 1 - Arataki to Mangatawa Lane



Section 1 – Arataki to Mangatawa Lane – key components

Optimisation	Activity	Timing	Cost	Who	Planning	Status
State Highway Improvements	Maunganui Road-Girven Road Intersection Upgrade	2013-15	\$30m	NZTA	NLTP 2009-12	Investigation
	TEL Motorway (links across sections 1 and 2)	2011-16	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Te Maunga Intersection Improvements as per TEL project	2012-16	Part of overall contract	NZTA	NLTP 2009-12	Programmed
	Overall Te Maunga Intersection Improvements	2021	To be determined	NZTA		Not currently included in NLTP
	Gloucester Road and Eversham Drive Local Road Access	Timing subject to developers	Part of overall contract (costs to come)	TCC	NLTP 2009-12	Awaiting developers
	Mangatawa Interchange/SH2 Intersection			Part of overall contract	NZTA	NLTP 2009-12 MoU with TCC
		2015-16	\$17.8m TCC to seek a portion of their Financial Assistance Rate	TCC	LTCCP 2009-19 NLTP 2009-12 MoU with NZTA	Construction
Local Roding Improvements	Truman Lane Extension	2010	\$3m	NZTA	NLTP 2009-12	Completed 2011
	Sandhurst Drive Extension	2013-16 Tender 2013	\$5.7m	TCC	LTCCP 2009-19	Detailed design
	Grenada Street and Gloucester Road Extensions	Dependent on developer	\$3.3 m	TCC	LTCCP 2009-19	On hold

Optimisation	Activity	Timing	Cost	Who	Planning	Status
	Grenada Street Extension (reimbursement to Council)	2015	\$970,000	Developer	Private	
	Girven Road 4 Laning	2019-20	\$7.3m	TCC	LTCCP 2009-19	Form & Function Study
	Maranui Street Kerb & Chanel	2013	\$630,000	TCC	LTCCP 2009-19	Detailed design
Local Infrastructure Improvements	Lower Mangatawa Drain Flood Mitigation/Maranui Stormwater Treatment Pond Enlargement	2012-13	\$1.56m	NZTA	NLTP 2009-12 MoU with TCC	Tender 2011
Land Use Development	Bayfair Retail Expansion Development	2010	\$15m	Private	Developer	Completed 2011
	Sport and Exhibition Centre Development	2011	\$41m	TCC	LTCCP 2009-19	Completed 2011
	Arataki Community Centre Development	2011	\$3.2m	TCC	LTCCP 2009-19	Completed 2011
	Frasers Papamoa 'The Coast' Development (700 lots)	To be determined	To be determined	Developer	Private	Planning
	Mangatawa Residential Development (approx 500 lots)	To be determined	To be determined	Multiple-owned Maori land	Private	Planning
	Mangatawa Industrial Land Development	2013	To be determined	Multiple-owned Maori land	Private	Planning

Optimisation	Activity	Timing	Cost	Who	Planning	Status
Demand Management	Mangatawa Interchange Connectivity	2013-14	Part of overall contract	NZTA	NLTP 2009-12	Programmed
	Bayfair Suburban Bus Interchange Redevelopment	To be determined	To be determined	Developer TCC	Private To be determined	Negotiations
	Bayfair to Papamoia Pedestrian and Cycle Route (links across sections 1-3)	2011-21	\$1.7m	TCC	LTCCP 2009-12	Staged design
Land Use Planning*	Intensification Nodal Development (focused around Bayfair commercial centre)	Ongoing	n/a	TCC	LTCCP 2009-19	Staged approach
	Matapihi Comprehensive Land Use Plan	2008	n/a	TCC	LTCCP 2009-19	Completed
Transport Planning*	Integrated Transport Strategy for Tauranga Review	2011-12	n/a	TCC	LTCCP 2009-19	Under review
	Girven Road Form & Function Study	2011	\$100,000	TCC		Form & Function Study

Key: Projects highlighted in blue form part of the Tauranga Eastern Link contract (including Enabling Works).

* All planning is assumed within an integrated planning approach, but have been separated due to the primary outcome the project/process aims to achieve.

Section 1 – Arataki to Mangatawa Lane – key updates

Manganui Road–Girven Road Intersection Improvements

The SH2 (Maunganui Road) roundabout with Girven Road is a mid-point intersection between the recently completed Harbour Link (second Tauranga Harbour crossing) and the planned TEL.

It is also the key intersection for the Bayfair commercial centre, Bayfair suburban bus interchange, bulk retail and industrial development and the Matapihi Peninsula. With this increasing pressure, the roundabout experiences traffic delays in peak and inter-peak times. To ensure the best future function of SH2 in the eastern corridor, it is important that this intersection is efficient and safe.

The Maunganui Road–Girven Road Intersection Improvement Project is currently in investigation phase and due for completion by 2016.

Mangatawa interchange connectivity

The Mangatawa interchange, formerly known as the Sandhurst Drive interchange, is a key interchange from the residential development on the eastern side of the TEL across to the business land development of Mangatawa and the future development of the Baypark Stadium and TECT Sports and Exhibition Centre.

This also ensures that local trips remain on the local network, while at the same time ensuring a safe route across the TEL.

Tauranga City Council's current challenge with its local roading connections to the interchange is that part of the Gloucester Road connection is across a modest amount of privately owned land. Tauranga City Council is currently working with the private land owner to align implementation and the assumption is that this connection will be constructed when required.

The Mangatawa interchange is due for completion in 2014.

Girven Road Form and Function Study

Tauranga City Council is currently developing a Girven Road Form and Function Study.

Given the interrelationship between Girven Road and the Maunganui Road intersection, including important network connections with the Baypark Stadium, TECT Sports and Exhibition Centre, Owens Place development and the surrounding residential areas, it is critical that these projects are planned together to optimise investment opportunities, outcomes and returns.

Of particular importance is the opportunity to deliver multiple outcomes across the network. It allows partners to take a whole-of-network partnership approach to deliver national and community outcomes at a local level. For example, investment in pedestrian connectivity and safety outcomes on the local network complements the investment for efficiency and safety outcomes being made on the national/regional network.

This Form and Function Study will be completed in 2011 and support further investment decisions via the next Regional and National Land Transport Programmes.

Baypark Development, including Sports and Exhibition Centre

In 2009, Tauranga City Council purchased the Baypark Stadium and surrounding land with the overall intention to co-locate a \$41 million Sports and Exhibition Centre alongside the existing stadium. The Centre was completed in September 2011.

This co-location of facilities is a key principle in the sustainable growth management of the subregion (SmartGrowth Strategy 2051) as it supports the sharing of infrastructure and services for large subregional facilities.

Mangatawa interchange and the extension and upgrade of Truman Lane will support the ongoing development of this site in conjunction with the TEL. Long-term consideration is being given to the demand of the SH29–SH2 interchange at Te Maunga.

Bayfair Shopping Centre retail expansion

The Bayfair Shopping Centre, located adjacent to the Maunganui Road–Girven Road intersection, completed a \$15 million expansion project in 2011. It is stated locally that the expansion and refurbishment of the shopping centre will anchor it as the retail hub for the eastern side of Tauranga city.

Tauranga City Council has also included an expansion of Bayfair’s commercial zoning in the current review of their City Plan, signalling further expansion or development opportunities for the centre in the future.

This future development will have significant impacts on the function and capacity of the current roundabout intersection with SH2 (Maunganui Road) and Girven Road, as this is the key access point from this development back onto the state highway network.

This future expansion and subsequent traffic demand has been included in the planning for the Maunganui Road–Girven Road Intersection Improvements.

Bayfair suburban bus interchange development

As part of the overall Bayfair Shopping Centre expansion, Bay of Plenty Regional Council and Tauranga City Council are working in partnership with the centre’s management to develop a suburban public transport interchange within the redevelopment of the site.

Currently there is a bus interchange in the shopping centre. However, with the growth in traffic and increases in bus services, the current location and operation of the interchange is seeing increased conflicts within the site.

Tauranga City Council has completed a study that identifies a preferred location and is currently working through this with Bay of Plenty Regional Council and key stakeholders.

Matapihi Peninsula

A comprehensive land use plan was developed in partnership with the Matapihi Peninsula community in 2008. This comprehensive plan looked at future development opportunities within the peninsula, from remaining rural through to comprehensive land use development.

It was agreed, in partnership with the community, that the Matapihi peninsula area would remain rural with papakainga³ development. This papakainga development is currently underway.

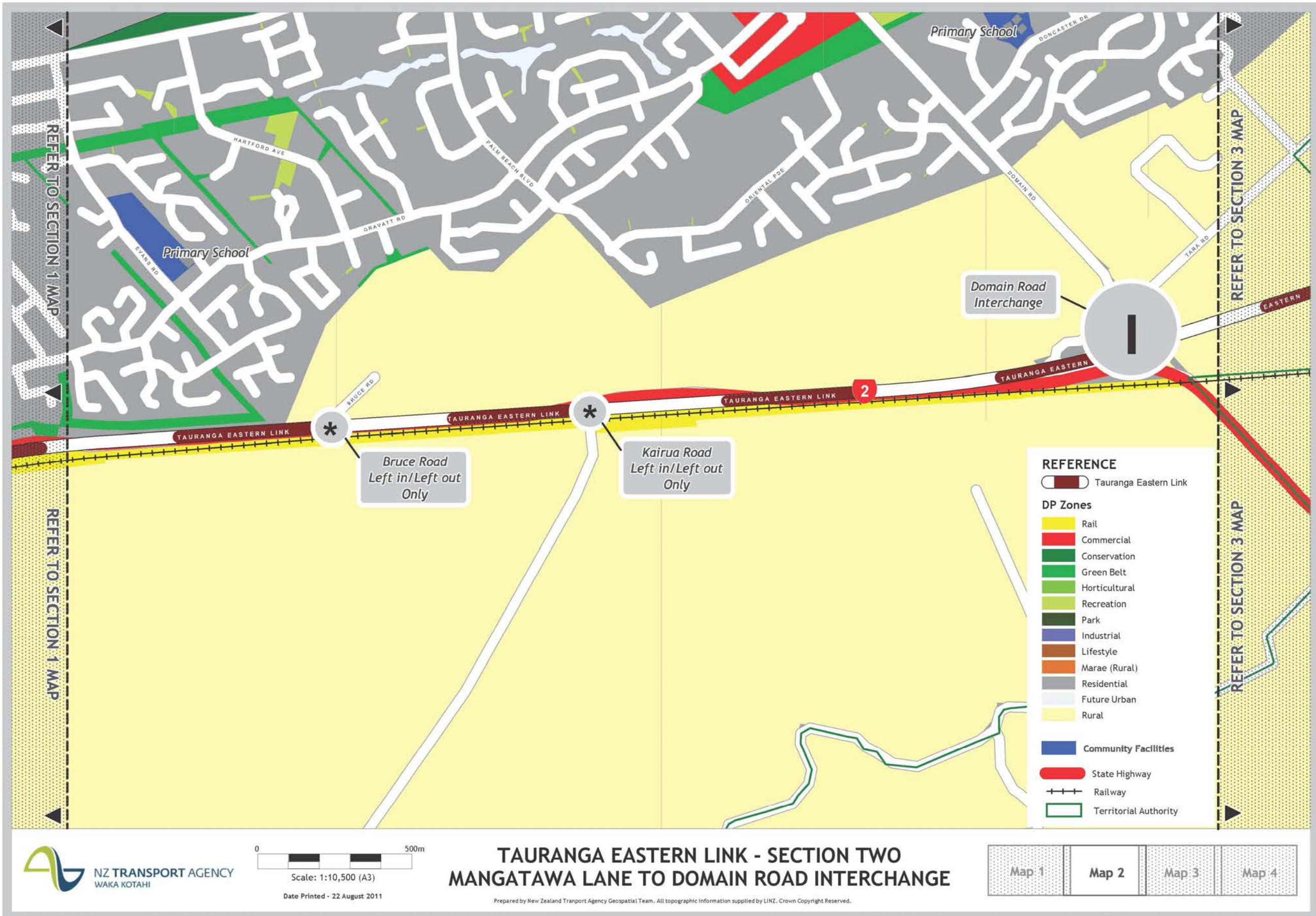
³ Development undertaken by Tangata Whenua on any ancestral Maori land.

9.3 Section 2 – Mangatawa Lane to Domain Road Interchange

Section 2 includes:

- map 2 – Mangatawa Lane to Domain Road Interchange
- key components
- key project/place information.

Map 2 Section 2 - Mangatawa Lane to Domain Road Interchange



Section 2 – Mangatawa Lane to Domain Road Interchange – key components

Optimisation	Activity	Timing	Cost	Who	Planning	Status
State Highway Improvements	TEL Motorway (links across sections 1 and 2)	2011-16	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Domain Road Interchange	2011-16	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Railway Overbridge Extension (SH2). Domain Road and Maketu	2011-16	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Bruce Road and Kairua Road Access	2011-16	Part of overall contract	NZTA	NLTP 2009-12	Construction
Local Roding Improvements	Domain Road Upgrade	2016-17	\$7.5m	TCC	LTCCP 2009-19	Detailed design
Demand Management	Domain Road Interchange Connectivity (walking and cycling)	2011-16	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Bayfair to Papamoa Pedestrian and Cycle Route (links across sections 1-3) Wairakei Stream Development (passive recreation, walking and cycling)	2011-2021	\$1.7m	TCC	LTCCP 2009-19	Staged design

Key: Projects highlighted in blue form part of the Tauranga Eastern Link contract (including Enabling Works).

* All planning is assumed within an integrated planning approach, but have been separated due to the primary outcome the project/process aims to achieve.

Section 2 – Mangatawa Lane to Domain Road Interchange – key updates

Papamoa subdivision growth

In the early 1990s the then Tauranga Borough Council implemented a reticulated sewerage system into the Papamoa area.

Following this, rapid subdivision development occurred along the Papamoa coast up to the boundary of the Papamoa East urban growth area.

These existing developments will link through and to the new urban growth area development via walking and cycling connections and passive recreational areas.

Domain Road interchange

The Domain Road interchange is the largest interchange within the TEL project.

The interchange will integrate the key local arterials of Domain Road and Tara Road and is the point of the project where the TEL deviates from the existing SH2 alignment and is constructed as a new four-lane motorway to Paengaroa.

It will be the key points where traffic will access the Papamoa area, including the Stage 1 Wairakei development of the Papamoa East urban growth area.

By supporting efficient access to both residential and business land, as well as ensuring the efficient movement of traffic along the TEL, the interchange supports both social and economic outcomes for the subregion.

Construction of the Domain Road interchange is currently underway.

9.4 Section 3 – Domain Road Interchange to Kaituna River Bridge

Section 3 includes:

- map 3 – Domain Road Interchange to Kaituna River Bridge
- key components
- key project/place information.

Stage 3 – Domain Road Interchange to Kaituna River Bridge - key components

Optimisation	Activity	Timing	Cost	Who	Planning	Status
State Highway Improvements	Construction of TEL (links across sections 3 & 4)	2011-16	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Papamoa East Accommodation Works	Timing subject to tenderers	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Papamoa East Interchange Construction	Post 2021	\$30.3m	TCC	Future LTP	Developer timing
	Parton Road Overbridge Construction	2014-16	Part of overall contract	NZTA	NLTP 2009-12	Construction
	SH2/No.3 Road Intersection Upgrade	2016	\$4m	NZTA WBoPDC	LTCCP 2009-19 NLTP 2009-12	Developer timing
Local Roding Improvements	Bell Road Realignment	2014-15	Part of overall contract	NZTA	NLTP 2009-12	Tender 2011
	Papamoa East (Wairakei) – Te Okuroa Drive Construction and further roading construction	2015 & 2018	\$22.5m	TCC	LTCCP 2009-19	Timing aligned with growth
	Parton Road Reconstruction	2007	\$2.6m	TCC	LTCCP 2009-19	Completed
	Parton Road- Papamoa Road Roundabout Construction	2014	\$600,000	TCC	LTCCP 2009-19	Timing aligned with growth
	Tara Road Reconstruction	2011-13	\$12.8m	TCC	LTCCP 2009-19	Construction
	Tara Road- Doncaster Road Roundabout Construction	2011	\$600,000	TCC	LTCCP 2009-19	Completed

Optimisation	Activity	Timing	Cost	Who	Planning	Status
	Tara Road-Parton Road Roundabout Construction	2013	\$1.3m	TCC	LTCCP 2009-19	Work in progress
	Doncaster Driver Extension	2014-15	\$4m	TCC	LTCCP 2009-19	Completed
	Te Okuroa Drive Construction (Parton Road Extension to Wairakei)	2020-21	\$4m	TCC	LTCCP 2009-19	Timing aligned with growth
	Wairakei Stream Crossings (Golden Sands and Emerald Shores subdivision connections)	2012 & 2017	\$1.3m	TCC	LTCCP 2009-19	Detailed design
	Welcome Bay Road Widening	2013-18	\$2.4m	TCC	LTCCP 2009-19	Construction
	Welcome Bay Road Upgrading	2010-25	\$9m	WBoPDC	LTCCP 2009-19	Construction
	Papamoa Beach Road Traffic Management	2013-16	\$750,000	TCC	LTCCP 2009-19	
Local Infrastructure Improvements	Bulk Watermain Relocation and Upgrade Stage 1	2010-11	\$2.15m	NZTA TCC	NLTP 2009-12 MoU with TCC	Complete by end 2011
		2010	\$2.15m	TCC	LTCCP 2009-19 MoU with TCC	Complete by end 2011
	Bulk Watermain Relocation Stage 2	2010-11	\$7m	NZTA	NLTP 2009-12 MoU with TCC	Complete by end 2011

Optimisation	Activity	Timing	Cost	Who	Planning	Status
Land Use Development	Papamoa East Urban Growth Area Development Stage 1 (Wairakei)	2011+	To be determined	Developer TCC	Private LTCCP 2009-19	Ongoing
	Papamoa East urban growth area development Stage 2 (Te Tumu) (links across sections 3 & 4)	Post 2021	To be determined	Developer TCC	Private Future LTP	
	Wairakei/Te Tumu Town Centre Development	Post 2021	To be determined	Developer	Private	
	Parton Road/Te Okuroa Drive Cnr Residential/ Commercial Development	To be determined	To be determined	Developer	Private	
	Papamoa Hills Regional Park	2008	n/a	TCC/ WBoPDC/ BoPRC	LTCCP 2009-19	Completed
	Papamoa Sports & Recreational Centre Redevelopment	2010	\$960,000	TCC	LTCCP 2009-19	Completed
	Papamoa Primary School Development (Golden Sands)	2011	To be determined	Ministry of Education	National Government	Completed
	Papamoa Secondary School Development (Tara Road)	2011	To be determined	Ministry of Education	National Government	Completed
Demand Management	Papamoa East Interchange - Rangiuru Business Park Cycle Path	2014-16	Part of overall contract	NZTA	NLTP 2009-12	

Optimisation	Activity	Timing	Cost	Who	Planning	Status
	Bayfair to Papamoa Pedestrian and Cycle Route (links across sections 1-3)	2011-21	\$1.7m	TCC	LTCCP 2009-19	Staged design
Transport Planning*	SH2 Form & Function Review Study included in SH2/33 Strategy Study and Corridor Plans	2011-13	\$100,000	NZTA	NLTP 2009-12	Underway
Land Use Planning*	Plan Change 44 - Wairakei (Papamoa East Stage 1)	Resolved 2011	n/a	TCC	Tauranga City Plan	Operative
	Plan Change 25 - Te Puke (Residential Land)	Resolved 2010	n/a	WBoPDC	Western Bay of Plenty District Plan	Operative
	Plan Change 70 - Te Puke (Business Land)	Resolved 2009	n/a	WBoPDC	Western Bay of Plenty District Plan	Operative

Key: Projects highlighted in blue form part of the Tauranga Eastern Link contract (including Enabling Works).

* All planning is assumed within an integrated planning approach, but have been separated due to the primary outcome the project/process aims to achieve.

Stage 3 – Domain Road Interchange to Kaituna River Bridge – key updates

Papamoa East Urban Growth Area (Stage 1 – Wairakei)

Wairakei is being developed as a sustainable ‘live, work, play’ urban environment and is intended to offer a diversity of housing choice and actively promote a sense of community, employment and business prospects, and recreational opportunities.

It is planned that 8000 people could live in Wairakei in a mix of single houses, townhouses and apartments, with town centre and employment land for commercial and industrial businesses included.

Plan Change 44 – Wairakei was made operative in 2011 and the first stage of development planning is underway.

Wairakei / Te Tumu Town Centre Development

As part of the overall Papamoa East urban growth area, there is a significant town centre planned. This equates to a total of approximately 85 hectares (25 hectares in Stage 1 – Wairakei and 60 hectares in Stage 2 – Te Tumu).

The integrated planning for this town centre is underway with Tauranga City Council and relevant developers. This town centre is adjacent to the Papamoa East Interchange with the TEL.

Papamoa East Interchange

The timing and construction of the Papamoa East Interchange is aligned to the development of the Papamoa East urban growth area. Details around this will form part of the future plan change for the Papamoa East urban growth area Stage 2 – Te Tumu. However, timing for the interchange will be based on demand from the whole Papamoa East urban growth area, including Stage 1 – Wairakei.

The construction and funding of the interchange is the responsibility of Tauranga City Council, in consultation with the NZTA, and is identified in Tauranga City Council’s Development Contributions Policy to be funded 100% from development contributions.

The funding of the Papamoa East interchange is a key concern for both Tauranga City Council and the local development community. Conversations are underway between the parties with an intention to approach government on the ‘growth pays for growth’ philosophy and the relationship this has with development viability. The Te Tumu development partners and Tauranga City Council have made the NZTA aware of their concerns. The NZTA has agreed to be part of any future conversations on this issue.

At this stage it is envisaged that an agreement will be developed with Tauranga City Council as part of finalising any future plan change for Stage 2 – Te Tumu that will include the provision for the council to undertake monitoring to ensure the timely planning for and construction of the interchange aligned to growth.

9.5 Section 4 – Kaituna River Bridge to Paengaroa

Section 4 includes:

- map 4 – Kaituna River Bridge to Paengaroa
- key components
- key project/place information.

Map 4 Section 4 - Kaituna River Bridge to Paengaroa



Section 4 – Kaituna River Bridge to Paengaroa – key components

Optimisation	Activity	Timing	Cost	Who	Planning	Status
State Highway Improvements	TEL Motorway (links across sections 1 and 2)	2011-16	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Kaituna River Bridge Construction	2011-13	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Paengaroa Roundabout Construction	2013-16	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Rangiuru Business Park Interchange Construction	To be determined	\$12m	WBoPDC	Future LTP	Awaiting WBoPDC confirmation
	Rangiuru/Maketu Intersection with SH2 Upgrade	To be determined	\$10m	NZTA WBoPDC	Future NLTP	
Local Roding Improvements	Te Okuroa Drive/ Main Road Intersection Construction	2020	\$4m	TCC	Future LTP	Timing aligned to growth
	Te Okuroa Drive/ Main Road Connection to Te Tumu	2020	\$1.5m	TCC	Future LTP	Timing aligned to growth
	Wairakei Stream Crossings (Shopping Centre Connection)	2012	\$633,000	TCC	LTCCP 2009-19	
	Kaituna Road Extension	2010-11	\$4.3m	NZTA	NLTP 2009-12	Completed
	Pah Road Realignment	2013-14	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Te Tumu Road Realignment	2013-14	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Maketu Road Underpass Construction	2013-14	Part of overall contract	NZTA	NLTP 2009-12	Construction

Optimisation	Activity	Timing	Cost	Who	Planning	Status
	Railway Underpass Construction	2013-14	Part of overall contract	NZTA	NLTP 2009-12	Construction
	Kaituna Link Construction	Post 2031	\$44.6m	To be determined	Future LTP	
	Te Puke Central Realignment	Post 2021	\$20-30m	WBoPDC	Future LTP	
Local Infrastructure Improvements	Pump Station Upgrade (Diagonal Drain)	2010-11	\$2m	NZTA	NLTP 2009-19 MoU with TCC	Completed
	Paengaroa Weigh Station Replacement	2012-13	\$2.4m	NZTA	NLTP 2009-19	
Land Use Development	Papamoa East urban growth area development Stage 2 - Te Tumu (links across sections 3 & 4)	Post 2021	To be determined	Developer TCC	Private tbd Future LTP	Early Scoping
	Rangiuru Business Park	2011+	To be determined	Developer WBoPDC TCC	Private LTCCPs 2009-19	Awaiting WBoPDC confirmation
Demand Management	Papamoa East Interchange - Rangiuru Business Park Cycle Path	2013-14	Part of overall contract	NZTA	NLTP 2009-19	Planning
	Pedestrian/ Cycleway from Papamoa East to Te Tumu Road (Off Road)	2013-14	Part of overall contract	NZTA	NLTP 2009-19	Planning
	Walking & Cycling link between Rangiuru Business Park and Te Puke	Post 2021	To be determined	WBoPDC	Future LTP	

Optimisation	Activity	Timing	Cost	Who	Planning	Status
	Te Puke 'Park N Ride' Facility	Post 2041	To be determined	WBoPDC	Future LTP	
Land Use Planning*	Plan Change 33 – Rangiuru Business Park	Resolved 2008	n/a	WBoPDC	Western Bay of Plenty District Plan	Operative
	Plan Change – Te Tumu (Papamoa East Stage 1)	Post 2016	n/a	TCC	Yet to start	Early Scoping

Key: Projects highlighted in blue form part of the Tauranga Eastern Link contract (including Enabling Works).

* All planning is assumed within an integrated planning approach, but have been separated due to the primary outcome the project/process aims to achieve.

Section 4 – Kaituna River Bridge to Paengaroa – key updates

Papamoa East Urban Growth Area (Stage 2 – Te Tumu)

Te Tumu is planned for development post 2021. The development of this growth area is subject to a plan change and is a standalone process aligned to Stage 1 – Wairakei.

This plan change will also include agreed timings and subsequent triggers, if relevant, for the construction of the Papamoa East interchange.

The development of Te Tumu is in an early scoping phase and the NZTA will be able to participate in the development of the plan change in the future.

Rangiuru Business Park interchange

The Rangiuru Business Park interchange will support efficient access on and off the TEL to the business park, supporting economic objectives for the overall park development.

Local connections to the interchange will link across the business park into the new intersection proposed for Rangiuru and Maketu (see below). This will ensure efficient distribution of traffic both to the TEL and existing SH2.

The interchange is lead infrastructure as part of Stage 1 of the business park and is to be funded by the developer, in consultation with the NZTA. Although timing is yet to be determined, the current signals from the developer and Western Bay of Plenty District Council, due to the downturn in development, is that this interchange will not be required as part of the TEL construction contract. The TEL contract has been established to allow for construction as part of the TEL project or post TEL construction.

Rangiuru–Maketu intersection

One of the key safety concerns along the existing section of SH2 is at both the Maketu Road and Pah Road intersections with the state highway.

Given that the Rangiuru Business Park development is also within these two key intersections and has a requirement to upgrade the Pah Road intersection as part of its development conditions, there is an opportunity for the NZTA to work in partnership with Western Bay of Plenty District Council and private developers to ascertain the best future options for upgrade and/or safety works.

Work is currently underway to determine the most appropriate intervention, in partnership with Western Bay of Plenty District Council, aligned to the development of the Rangiuru Business Park.

Te Puke township revitalisation

The Te Puke Town Centre Plan was developed by the Te Puke community and Western Bay of Plenty District Council in 2006. The plan states that the people of Te Puke want a town centre *'that becomes the heart of our community – a place we can feel proud of, that reflects our vision of a country town with a business heart'*.

The community feels that the impact of a state highway running directly through the town centre, including the volumes of heavy traffic, makes it very difficult for the community to achieve this vision. Once the TEL is completed, it is intended that town centre revitalisation works will be undertaken to deliver on the adopted plan.

9.6 Ongoing focus and delivery

The optimisation of the TEL within the western Bay of Plenty eastern corridor is well advanced. Cabinet has approved the tolling plan for the TEL and the Governor-General's issue of the Order in Council is completed.

The focus now is on the delivery of the main construction contract and our continued relationships with key stakeholders, including the contractors, local authorities, tangata whenua and developers.

It is important that these relationships and communications are consistent and ongoing to ensure that all relevant parties are aware of the overall project and the community and future land use pattern in which it sits.

This Network Plan is one of the tools that can support this approach.

10.0 Environmental investment

Mitigation measures have been addressed during the resource management and designation processes for the TEL. The following has been agreed:

- protection of the significant Kaituna Wildlife Reserve – ecological area requires groundwater monitoring
- isolation of stormwater derived from the roadway
- replanting of the Northern Oxbow area
- management of road stormwater in wetland swales (large roadside ditch)
- establishment of construction management plans and regimes for stormwater, sediment, traffic and noise
- construction of quiet seal on roads
- bunding and fencing for significant recreational area
- maintenance of local construction roads
- mitigation of dust nuisance for horticulture
- undertaking of public information programme
- maintenance of key stakeholder consultation, including with Bay of Plenty Regional Council
- building of noise bunds.

11.0 Demand management

Walking, cycling and public transport are key components of an integrated transportation network.

11.1 Public transport for the eastern corridor

Currently a number of local and inter-city/district public transport services operate in and through the western Bay of Plenty eastern corridor. These include services that run across the region, such as Tauranga–Te Puke or Tauranga–Eastern Bay of Plenty, as well as several high patronage services between Papamoa, Mount Maunganui and Tauranga city.

Bay of Plenty Regional Council is currently reviewing their Regional Passenger Transport Plan for the Bay of Plenty in partnership with the NZTA.

11.2 Tauranga Eastern Link – shared path network⁴

The Urban Design Framework 2010 developed for the TEL includes a comprehensive section (section E) on pedestrian and cycle paths.

Pedestrian and cycle paths have been developed as part of the integrated network for the TEL. Their location in relation to the existing and future local road network, and their design, supports enabling links for and beyond the road. This provides for recreation and commuting, and maintains important connections across the highway for local communities.

Pedestrian and cycle ‘attractors’ (including centres, business areas, schools, recreation areas and areas of cultural significance) were considered in developing the pedestrian and cycle network integrated with the TEL.

The following pedestrian and cycling provisions are planned for the following areas:

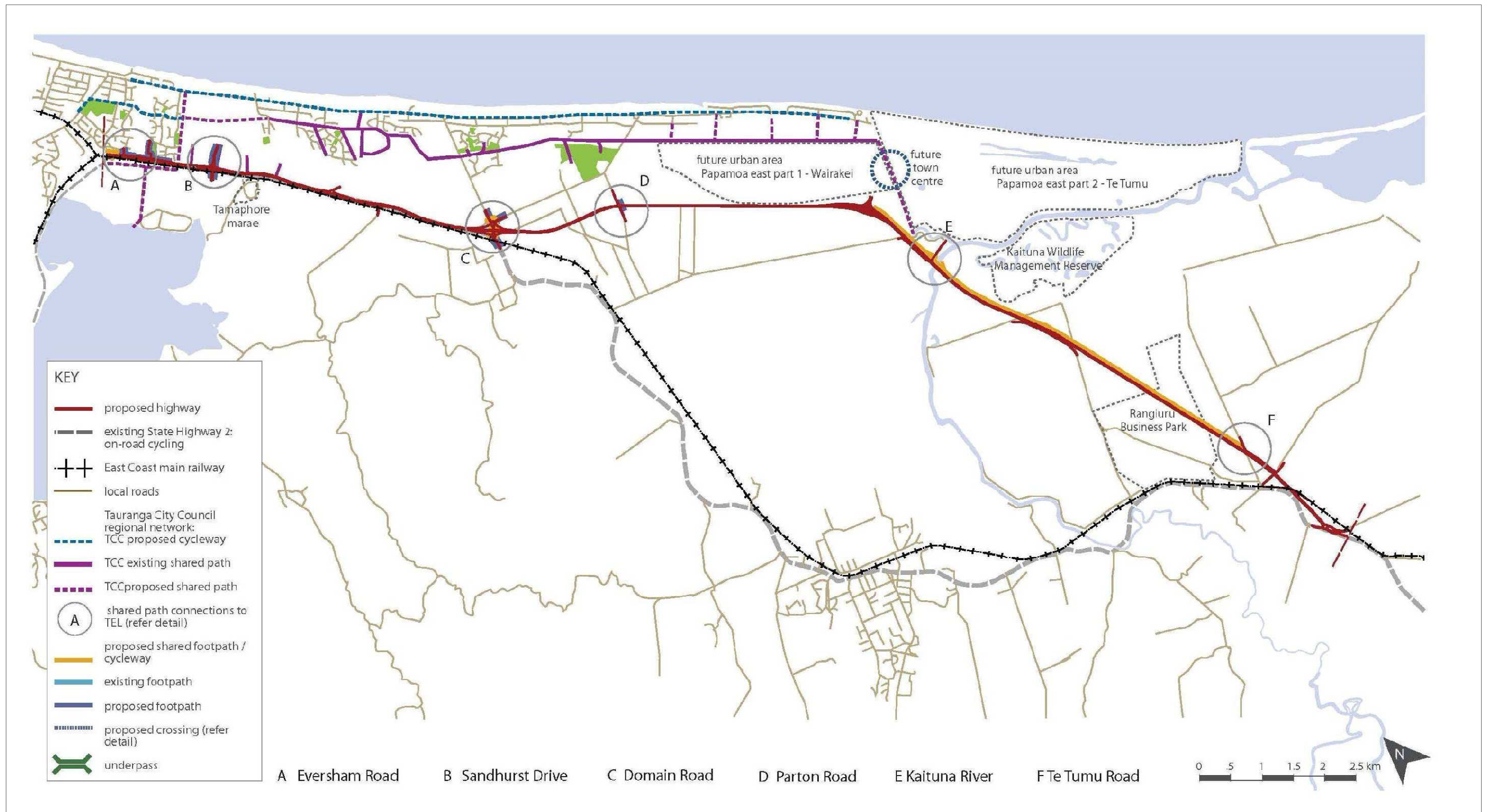
- A** Te Maunga to Eversham Road
- B** Sandhurst Drive
- C** Domain Road
- D** Parton Road
- E** Kaituna River
- F** Te Tumu Road

A shared pathway is also planned for alongside the TEL between the sections of Kaituna River (E) and Te Tumu Road (F).

Map 5 outlines the TEL shared path network.

⁴ Tauranga Eastern Link Urban Design Framework 2010

Map 5 Tauranga Eastern Link shared path network



12.0 Tauranga Eastern Link overall funding plan

The TEL project has a total project cost of \$455 million in 2010 dollars. Note that the final costs of the TEL will include future years' escalation (normally 3%) due to increases in input costs largely following national economic inflationary pressures. Tolling of the TEL has been approved by the Order in Council and government agreement.

12.1 Tauranga Eastern Link funding plan summary

Enabling Works Phase

Year	Total cost (\$ million)	Tolling contribution (\$ million)	NZTA cost (\$ million)
2009/10	5.50	-	5.50
2010/11	11.00	-	11.00
2011/12	3.80	-	3.80
2012/13	5.90	-	5.90
2013/14	5.00	-	5.00
2014/15	3.80	-	3.80
TOTAL	35.00	0.00	35.00

Main Construction Phase

Year	Total cost (\$ million)	Tolling contribution (\$ million)	NZTA cost (\$ million)
2009/10	0.00	-	0.00
2010/11	48.00	-	48.00
2011/12	75.00	-	75.00
2012/13	73.00	-	73.00
2013/14	80.00	22.00	58.00
2014/15	128.00	72.00	56.00
2015/16	50.00	21.00	29.00
2016/17	1.00	-	1.00
TOTAL	455.00	115.00	340.00

Notes to the funding tables

- Funding for the NZTA component of the construction phase, at an estimated \$340 million, is planned to be \$110 million from C funds and the balance from R and N funds.
- Debt funding of \$115 million to be provided from tolling is planned to be available in 2013-15.
- Additional costs will probably be associated with applying RoNS standards to the project. These are currently being worked through as part of the project.

12.2 Tolling of the Tauranga Eastern Link

The TEL has been identified as having the potential to support around \$100 million (\$2009) of construction costs through borrowing to be repaid by revenues from tolling.

An outline business case was submitted to the Ministry of Transport and Treasury in July 2009, which resulted in the Ministers of Transport and Finance agreeing for consultation on a toll proposal to proceed.

Public consultation followed in 2009 where significant community support was received (92% both conditional and unconditional) to toll the TEL to bring the timing of the project forward by up to 10 years.

Following this, the NZTA submitted a tolling proposal to Cabinet and this was approved by Cabinet in July 2010.

TEL comprises two sections. The section from Te Maunga to Domain Road will be an upgrade of the existing two-lane road to a four lane motorway and will not be tolled.

The completely new section from Domain Road to Paengaroa will be a four-lane motorway with a median barrier. This will be tolled via a single toll gantry between the proposed Papamoa East interchange and the future Rangiuru Business Park.

It is proposed that the toll will be a maximum of \$2 for cars, motorcycles and light vehicles and a maximum \$5 for larger vehicles and trucks (all at 2008 dollars subject to inflation until opening).

13.0 Stakeholder and community engagement

The NZTA has been engaging with Bay of Plenty urban and rural communities and key stakeholders on the TEL project for over 10 years, seeking feedback on issues such as support for constructing the road, the preferred route options, how it should connect to existing roads and tolling to bring forward construction.



Integral to the development of the TEL, tangata whenua (five hapu and three iwi) and their representatives have been involved in consultation for many years. This special group, called the Tauranga Eastern Link Tangata Whenua Advisory Group (TELTWAG), has been involved in setting the protocols and cultural requirements for this project.

Engagement with these groups will continue as the project progresses. The vision for this engagement is to ensure our communities, stakeholders and tangata whenua feel like they were part of the journey and contributed in a positive way to the construction of the TEL.

14.0 Review and monitoring

The Tauranga Eastern Link Network Plan is a live document, and is intended to provide a summary of the project at a specific moment in time. Therefore, as the TEL evolves as a project, it is envisioned that the Network Plan will evolve with it. This monitoring and updating of the Plan will sit with the NZTA's regional Planning and Investment team in consultation with the NZTA's Highways and Network Operations Transport Planning team and key stakeholders.

In addition to standard NZTA project reporting, the TEL as a road of national significance (RoNS) needs to be reported on monthly and quarterly to the Minister. This is undertaken via the Tauranga Eastern Link project team. The Network Plan will need to reflect any significant changes that come through these monitoring reports.

It is also necessary to recognise that some changes, carrying significant implications, may occur from time to time and will need to be reflected in the Network Plan.

These include, but are not limited to:

- change in national policy direction (eg change in government)
- change in regional or local policy direction
- significant unforeseen obstacles that may occur during project delivery.

Should any such changes take place, the Network Plan will need to be updated accordingly.

14.1 NZTA Enhanced Post Implementation Review

The NZTA is also undertaking an Enhanced Post Implementation Review of all RoNS projects, including the TEL. The purpose of this review is to understand whether the RoNS projects have delivered the benefits 'promised' for the costs agreed when investment was approved, and what the other impacts of the RoNS on the surrounding network have been.

The economic benefit of the RoNS projects is predicted to come from savings in travel time, congestion and trip reliability, traffic crashes and vehicle operating costs. To evaluate whether these benefits are realised, traffic volume, travel time and crash data are being collected on affected roads before and after the RoNS are built. The changes achieved will be compared with those predicted in the transport modelling supporting the economic evaluations of the RoNS project. In addition, the effect of the RoNS projects on land use and land value will also be considered.

The benefits being monitored and examples of the data relevant to each include the following.

Enhance intra- and inter-regional economic growth and productivity

Monitor through:

- land values and changes in earnings data at a 'fine' spatial level via Statistics New Zealand
- completed dwellings, new dwellings consented, new dwelling lots created, the availability and uptake of industrial and commercially zoned land and the number of industrial and commercial building consents by area data undertaken via the SmartGrowth partnership (this data can be used as a baseline pre and post construction of the TEL)
- data via key economic development agencies in the region including *Priority One* and the Bay of Plenty Regional Council through the Regional Economic Development Strategy *Bay of Connections*.

Improve journey time reliability and relieve heavy vehicle use and congestion along SH2

Monitor through:

- travel time variability surveys and traffic volume data (this will include modelling of link travel times and volumes for the 2016 peak periods, for both northbound and southbound traffic)
- traffic volume data through the NZTA's internet-based Traffic Monitoring System, including on key road sections where the majority of project benefits are expected to occur.

Improve safety and reduce deaths and serious injuries

Monitor through:

- NZTA Crash Analysis System (CAS) data (this data is currently collected and therefore can be used as a baseline pre and post construction of the TEL).

Relieve congestion and improve urban amenity and pedestrian connectivity in key areas such as Te Puke's town centre

Monitor through:

- heavy vehicle volume data from the NZTA weigh-in-motion count station on SH2 west of Te Puke
- traffic volume data through the NZTA's internet-based Traffic Monitoring System, including on key road sections where the majority of project benefits are expected to occur.

Improve vehicle operating costs

Monitor through:

- vehicle speeds, volumes and traffic composition using the *Economic appraisal manual*.

Improve pedestrian and cyclist activity

Monitor through:

- volume data on key routes, including between Te Maunga and Eversham Road, on Sandhurst Drive and Domain Road in the vicinity of the future interchanges, on Parton Road in the vicinity of the future overbridge, on SH2 before the TEL is constructed, alongside the TEL between the future Papamoa East interchange and Te Tumu Road and across the Kaituna River.

Once further detail via the NZTA's new Enhanced Post Implementation Review process is determined, key quantifiable costs and impacts will be included in the Network Plan.

14.2 Other monitoring processes

The Network Plan can also draw from a number of other monitoring processes external to the NZTA. These include, but are not limited to:

- six-monthly monitoring of development uptake (Tauranga City Council and Western Bay of Plenty District Council)
- Annual Development Trends Report (SmartGrowth partnership)
- SmartGrowth Strategy Implementation Monitoring Report (six-monthly).

15.0 Supporting information

This document has sourced information and referenced text from the following key documents:

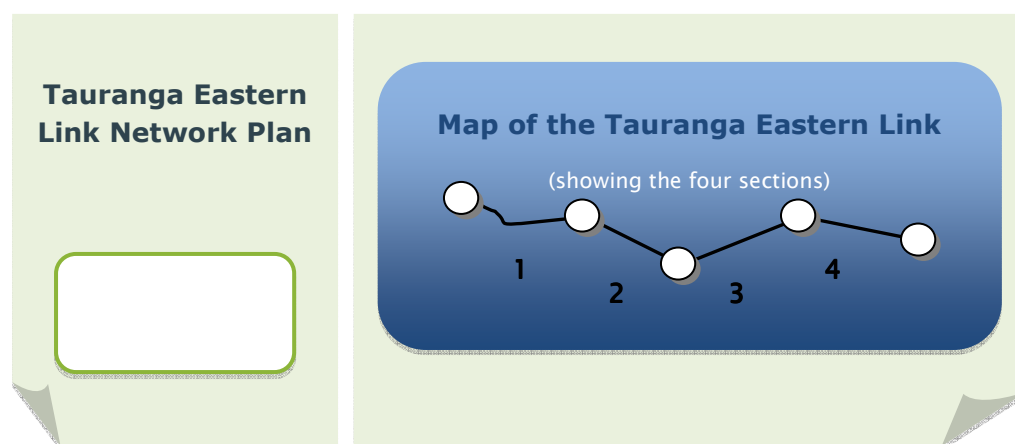
- National State Highway Classifications System 2011
- Safer Journeys 2020 and KiwiRAP 2008
- Draft Regional Land Transport Strategy 2011 (adoption due 2011)
- Regional Land Transport Programme 2009-19 (2012-22 under development)
- Bay of Connections 2008
- SmartGrowth Strategy 2051
- SmartGrowth Eastern Corridor Strategy 2008
- Bay of Plenty Rail Strategy 2007.

Other relevant documents and supporting information include:

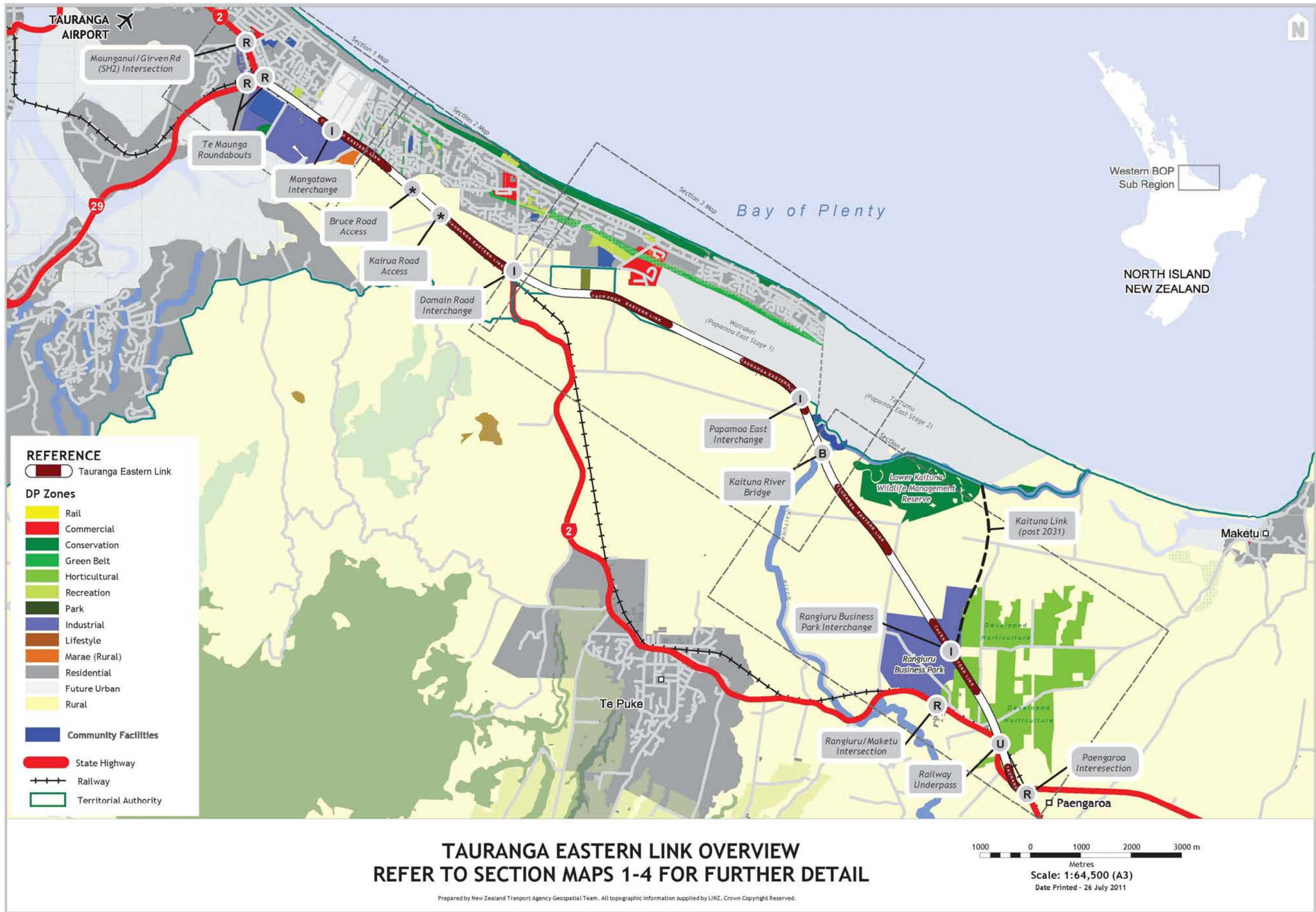
- Priority One website (www.priorityone.co.nz)
- Port of Tauranga website (www.port-tauranga.co.nz)
- Tauranga Eastern Link Dossier 2008.

16.0 Overall Tauranga Eastern Link map

The back page of this plan includes an A3 map of the TEL. This map shows key land use, transport and development information, including the delineation of the four sections outlined in this document.



Map 6 Tauranga Eastern Link



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