

Attachment A: Quarterly Update - Transportation Planning Projects – July 2020

Project Description	Current Update (key matters)	Next Steps and Identified Risks
Planning Projects		
<p>Urban Form and Transport Initiative (UFTI)</p> <p><i>The purpose of UFTI is to identify an integrated strategic approach for the development of the Western Bay of Plenty's urban form and transport system. This includes delivering an integrated, strategic, shared funding programme with immediate and future priorities and investment opportunities in urban form, transport and other connected areas such as education and health.</i></p>	<ul style="list-style-type: none"> The Final Report for UFTI was endorsed by Tauranga City Council and the SmartGrowth partner Councils at the combined SmartGrowth Leadership Group meeting on 1 July 2020. The Government partners to UFTI are now progressing their own decision-making on the Final UFTI report. Waka Kotahi NZ Transport Agency are programmed to make their decision at their Board meeting in August 2020. 	<ul style="list-style-type: none"> Following decision-making by all Project partners the focus moves to progressing delivery of the Actions identified in the UFTI programme. SmartGrowth's existing governance model, now adjusted to bring in Ministerial representation, is the lead governance entity for overseeing delivery of UFTI. The SmartGrowth model is supported by a range of pre-existing and proposed coordinating committees and groups (e.g. Regional Transport Committee; Regional Passenger Transport Committee; Priority One) to enable this. From a transport perspective the Western Bay of Plenty Transport System Plan is a key process to progress the transport direction provided by UFTI. From a land use planning perspective the development of the Western Bay of Plenty Spatial Plan is the process to progress the settlement pattern direction provided by UFTI.
<p>Western Bay of Plenty Transport System Plan (TSP)</p> <p><i>The purpose of the TSP is to identify the preferred strategic form of the City's key transport network to deliver appropriate levels of service for all transport modes. As part of this, there will be a specific focus on long-term options and solutions for key pinch points in the network such as the Hewletts Road area.</i></p>	<ul style="list-style-type: none"> Presentation of the TSP project to be provided as part of this UFTD Committee meeting. The TSP project was endorsed by Tauranga City Council in September 2019. Partnership based governance, management and technical project teams have been established to deliver the TSP. The project partners include Waka Kotahi NZ Transport Agency, Bay of Plenty Regional Council, Western Bay of Plenty District Council, Port of Tauranga and KiwiRail. Iwi and Priority One representation is in the process of being confirmed. A consultant team has been appointed to deliver the first stage of the TSP project, which is the 	<p>Next steps for the project include:</p> <ul style="list-style-type: none"> Confirming primary and secondary routes for each mode (e.g. freight; public transport; cycling, general traffic). Analysing the modal operating gaps at a corridor and route level. Testing options to respond to modal operating gaps. Developing the programme of activities (i.e. that respond to operating gaps) to support the Long-Term Plan/Regional Land Transport Plan/National Land Transport Plan processes. <p>It is important for the TSP to demonstrate alignment to the strategic direction for land use and transport identified by</p>

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	<p>development of a 30-year ‘System Operating Framework’ (SOF).</p> <ul style="list-style-type: none"> The SOF is a collaborative, evidence-based process which identifies mode conflicts and priorities, gaps in modal level of service, and can test options to respond to these gaps at a corridor and route level. Waka Kotahi NZ Transport Agency have confirmed Funding Assistance Rate subsidy (65%) for SOF stage of the TSP project. Further decisions on FAR subsidy will be made by the NZTA based on the findings of the SOF. 	<p>UFTI. A process has been established by the project partners to resolve issues should the TSP, through further and more detailed corridor and route level analysis, identify issues that impact on the direction provided by UFTI.</p>
Regional Mode Shift Plan	<ul style="list-style-type: none"> NZTA has identified the need to develop a Mode Shift Plan (MSP) for public transport and active modes for the Bay of Plenty region by mid-2020. The development of the MSP is being co-ordinated by the NZTA and the Bay of Plenty Regional Council with input from local Councils. The requirement for an MSP also applies to other high growth areas like Auckland (completed), Hamilton, Wellington, Christchurch and Queenstown (all under-development). The MSP will document and reflect key existing initiatives already underway or relevant to mode shift e.g. UFTI, TSP, Te Papa Spatial Plan, Cycle Plan. It is understood that the content of the MSP will be taken account in future investment decision-making by the Transport Agency (e.g. an activity included in the MSP has the potential to be prioritised above other activities). The framework to outline this is likely to be released as part of the next draft Government Policy Statement on Land Transport and possibly through the NZTA’s Investment Assessment Framework (which the NZTA uses to give effect to the Government Policy Statement). 	<ul style="list-style-type: none"> Continue working with the NZTA and BoPRC to support the continued development of the MSP. Confirm with NZTA the extent MSP will be used to inform future investment decision-making processes. Provide a report to UFTD on the MSP, its content and the role it will perform for NZTA in any investment decision making processes.

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<p>IDC (Infrastructure Development Code) Transport Provisions</p> <p><i>Updating the transport provisions within the IDC to ensure future street designs can facilitate medium density developments and achieve improved street design for all people using streets.</i></p>	<ul style="list-style-type: none"> The Tauranga Streetscape design guide was endorsed by the City Transformation Committee in December 2018. Work continues on developing the Streetscape design tool that will support the delivery of the Streetscape design guide. This will be a digital tool with the assessment framework and criteria to help inform the required elements in the street. This work involves stakeholders including developer and consultant testing / peer review. Design diagrams that provide more detail of design elements in the street environment are also being developed and tested with stakeholders. 	<p>Next steps include:</p> <ul style="list-style-type: none"> Continue development of the digital tool Identify updates required to the IDC to support the use of the tool and other project deliverables. Inform wider development community of upcoming changes and provide an opportunity for further feedback (currently programmed for September). Report to UFTD (currently programmed for October) on all the deliverables of this project.
<p>Parking Strategy</p>	<ul style="list-style-type: none"> Investigations / evidence gathering to better understand key parking issues and opportunities facing Tauranga has been undertaken. This has identified the strategic outcomes that approaches to parking can contribute to. The work has also identified parking principles and example interventions to support achievement of those strategic outcomes. Following the Parking Workshop with the Mayor and Councillors held in September 2019 the work was referred to UFTI to ensure alignment. This alignment has been confirmed and there is an action in UFTI to complete and implement the parking strategy project. Separately the final National Policy Statement on Urban Development (NPS-UD) is expected to include direction on parking management (restricting or removing the ability to apply minimum parking requirements in District Plans). This is planned for mid 2020. 	<p>Next steps include:</p> <ol style="list-style-type: none"> Complete the development of a Parking Strategy including further engagement with the community; Consider the development of Parking Implementation Plans for particular areas of priority (e.g. City centre). This work could be developed with other wider planning projects; Implementing the NPS-UD direction on car parking through our district plan.

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<p>Tauranga Transport Model</p>	<ul style="list-style-type: none"> • Presentation of the Transportation Model to be provided as part of this UFTD Committee meeting. <p>Continued focus on model build and management activities including:</p> <ul style="list-style-type: none"> • Developing the TTSM and TTHM User Guide, Usage Agreement, and updating the Model partner Heads of Agreement (ongoing). • Developing an improved freight model and port forecasting model (ongoing), based on the latest regional freight data collected for UFTI. • Developing a framework by assessing needs and gaps of land use and transport integration models (ongoing). • Updating Household Travel survey data. • Build a new multi modal accessibility model, that will help inform accessibility measures for projects such as TSP. • Tour-based model build stage has commenced. • Update the employment projections for BAU, based on the Census 2018 data (expected mid 2020). 	<p>Key next steps include:</p> <ul style="list-style-type: none"> • Prepare for TTSM recalibration based on census 2018 data (expected to be released mid 2020). • Setup Scatsim module in Aimsun with help of TTOC, thereby feeding real time traffic data to traffic model. • Developing scenario manager dashboard for managing multiple land use and network scenarios to support key planning processes like the TSP and the Intensification Plan Changes. • To share the assessment results of land use and transport integration procedures / models with the wider model group and agree on next steps (e.g. should we build a LUTI model or should we improve the current scenario management procedures?)
<p>Eastern Corridor Transport Planning (Te Tumu & Wairakei)</p>	<p>A number of workstreams remain underway related to the Te Tumu structure planning process and the Comprehensive Development Consent for The Sands Town Centre in Wairakei:</p> <ul style="list-style-type: none"> • Papamoa Eastern Interchange (PEI) providing access onto the Tauranga Eastern Link is in the detailed design stage. • The PEI and infrastructure to the Te Tumu boundary is approved for financing through the Housing 	<ul style="list-style-type: none"> • Feedback received from the NZ Transport Agency on the business case Points of Entry has sought additional information to determine the appropriate pathway forward via the NZ Transport Agency processes. These on-going discussions remain live between the Council and the NZ Transport Agency to continue progressing via the wider workstream meetings to be scheduled.

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	<p>Infrastructure Fund (HIF). NZTA funding is also financed through the HIF, as opposed to the usual National Land Transport Funding (NLTF) funding mechanism; meaning the NZTA share of these projects is contingent on the development of Te Tumu.</p> <ul style="list-style-type: none"> • Council and the NZ Transport Agency are progressing negotiations to secure funding from the NLTF for the infrastructure to the Te Tumu boundary, Wairakei town centre and Te Tumu internal infrastructure independent of the HIF via the approval of individual Point of Entry documents. This approach will initially mean that Council will take on the risk of the Te Tumu funding share of the infrastructure until such time that funding approval is received from the NZ Transport Agency. • The PEI is critical to drive development of the Sands Town Centre and the developer has requested that Council investigate options for delivering it independent of Te Tumu. This would require NZTA funding to be re-prioritised through the National Land Transport Fund and for Discussions are underway with developers. • Te Tumu structure planning is ongoing. Transport modelling is largely complete at the development scale and now into detail of intersection and corridor design. The structure plan includes a protected public transport lane and high-quality walking and cycling connections. • Comprehensive development consent for the Sands Town Centre has been approved. 	<ul style="list-style-type: none"> • The NZ Transport Agency has expressed concerns regarding the financial viability of the PEI being progressed ahead of the Te Tumu development. • Reviewing options for the timing, funding and construction of PEI, co-ordinated with NZTA funding discussions • Detailed transport modelling and cross section design for the Te Tumu structure plan, to be workshopped with developers • Complete detailed design of PEI and Te Okuroa Drive. • Continue to progress the cost share discussions between Te Tumu developers and town centre developers for transport infrastructure within the town centre area that has wider benefit.

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Project	Current Update (key matters)	Next Steps and Identified Risks
State Highways Projects		
BayLink update	<ul style="list-style-type: none"> The BayLink project is led by NZTA and involves the upgrade of SH2 between BayPark, the Truman Lane roundabout and Bayfair/Girven Road intersection. Due the decision to include a pedestrian and cycling underpass in the project, additional engineering design works are now being undertaken by NZTA to confirm how this will be constructed. As a result the investigation into the public transport priority and improved at-grade pedestrian-cycle crossing was paused. Recent discussions with NZTA have advised that broader investigations of the role of the State Highway 2/Maunganui Road in providing for public transport priority is required to then support the investigation into how public transport priority may then need to be delivered through the BayLink project area. This broader investigation can be undertaken through the TSP project which will identify 'primary' routes for different modes across the network. 	<ul style="list-style-type: none"> Progress through the TSP project the identification of the 'primary' public transport routes including for SH2/Maunganui Road. Once this information is available there is the opportunity to consider the need for further investigation into the potential for public transport priority on this part of the network. Ongoing design and construction works are ongoing in the interim.
State Highway 2 North (Waihi To Tauranga including the Tauranga Northern Link	<ul style="list-style-type: none"> In January 2020 the Government announced the New Zealand Upgrade Programme (NZUP) (https://www.nzta.govt.nz/planning-and-investment/nz-upgrade/overview/) For the BoP, the \$993m investment package includes the TNL (\$478m) and the SH2 Te Puna to Omokoroa (\$455m) projects. Relevant links: https://www.nzta.govt.nz/planning-and-investment/nz-upgrade/waikato-and-bay-of-plenty-package/tauranga-northern-link/ https://www.nzta.govt.nz/planning-and-investment/nz-upgrade/waikato-and-bay-of-plenty-package/te-puna-to-omokoroa/ 	<ul style="list-style-type: none"> The development of the Transport System Plan 'System Operating Framework' is the process being used to inform several final design elements of the SH2 TNL and Omokoroa to Te Puna improvement projects. This includes the approach to: <ul style="list-style-type: none"> How a 'managed lane' arrangement works and integrates with the wider network; The role of public transport on the existing State Highway 2 and TNL; How to achieve the right 'around' v 'across' the harbour traffic pattern through design of the TNL / Takitimu Drive intersection and 15th Avenue on-ramp.

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State Highways Projects		
	<ul style="list-style-type: none"> NZTA have now commenced the procurement process to appoint suppliers to design and construct the TNL project. It is understood that the NZTA aim to conclude this procurement process by the end of 2020. 	<ul style="list-style-type: none"> TCC is also working with NZTA on a range of issues associated with design, network capacity, the continuity of managed lanes and safety for the section between 15th Ave and the TNL/Takitimu Dr interchange that sit outside of the TSP project. NZTA are still to confirm their process for considering matters like the potential tolling of TNL and the revocation of the existing State Highway 2 through Bethlehem and Te Puna that is bypassed by the project.
<p>Western Corridor (SH29 Tauriko / Tauriko West)</p> <p><i>In 2018 the development of a Detailed Business Case (known as the ‘Early Works’ package) to identify the transport activities to open-up the initial stages of the Tauriko West area for approximately 3,000 new households started. This project was established to progress investigations as a result of the ‘Long-term business case’ being placed on hold by the NZTA.</i></p> <p><i>In late 2019 the NZTA announced that it would re-started the Long-Term Detailed Business Case to identify improvements to SH29 and other improvements (local road; public transport; walking & cycling) to enable growth in the wider Western Corridor.</i></p>	<p><i>Tauriko Long-Term Detailed Business Case</i></p> <ul style="list-style-type: none"> The NZTA has developed a project programme and defined the next steps for this project. This has involved re-establishing the Project governance structures which include TCC representatives, re-confirming and refining the Project’s investment objectives, and assessing the ‘long-list’ options for responding to the issues facing the SH29 corridor. Discussions are underway with NZTA on scope issues associated with the business case to ensure a comprehensive approach is taken to transport planning in the area. This includes components of the State Highway network as well as future stages of the proposed western corridor ring road. <p><i>Tauriko Early Works Detailed Business Case</i></p> <ul style="list-style-type: none"> Preferred improvement options are in the process of being confirmed to support further community engagement later this year. Key elements of the Early Works improvement package include: <ul style="list-style-type: none"> SH29 / Cambridge Rd / Whiore Avenue intersection. 	<p><i>Tauriko Long-Term Detailed Business Case</i></p> <ul style="list-style-type: none"> Continue assessment of the ‘long-list’ options to then take forward for multi-criteria analysis to identify a preferred option. Ensure all options have been captured in the long-list assessment. Agree scope issues with NZTA. <p><i>Tauriko Early Works Detailed Business Case</i></p> <ul style="list-style-type: none"> Prepare scope for additional study on a future ring road between the Tauriko Business Estate and SH36, to align with wastewater and storm water studies. This focuses on the crossing of the Kopurererua Stream and the form of the connection to SH36. Further development of design to respond to the completed Road Safety Audit process. Preparation for community engagement later this year.

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State Highways Projects		
	<ul style="list-style-type: none"> ○ A new access to Tauriko West from SH29 near the existing service station. ○ A southern roundabout connection to the Tauriko Business Estate and Tauriko West ○ The western corridor ring road Stage 1 (linking SH29 through the Tauriko Business Estate to SH36) ○ Walking / cycle paths and bus infrastructure ● To enable an Early Works package to progress with support from NZTA it will be necessary for developers and councils to commit to a complimentary set of initiatives such as minimum densities (likely to be in excess of 20 dwellings / ha), delivery of PT services, a package of Travel Demand Management initiatives and the delivery of bus priority measures and cycleway improvements. 	

Project	Current Update (key matters)	Next Steps and Identified Risks
Multi Modal Projects		
Bus facility – Arataki	<ul style="list-style-type: none"> ● Report on this Project is on the main UFTD agenda. 	
Bus Facility – City Centre	<ul style="list-style-type: none"> ● Awaiting wider Elected Member feedback on City Centre and Civic Administration Building (CAB) matters. 	<ul style="list-style-type: none"> ● Further work is on hold until direction from Elected Members on the City Centre and CAB is received.
Cameron Road Corridor Improvements <i>The project is focused on achieving improved multi-modal outcomes and enabling quality intensification outcomes on the Te Papa peninsular.</i>	<ul style="list-style-type: none"> ● Development of a Single Stage Business Case which includes the development of a preferred option to progress to preliminary design continues. ● Three concept design options have been developed and are now undergoing further testing to enable the 	<ul style="list-style-type: none"> ● Testing of concept options to provide quantitative evidence for supporting preferred option through to preliminary design. ● Engagement with Community Liaison Group (CLG) planned for during preliminary design, to assist with

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Multi Modal Projects		
<p><i>A staged delivery of the full Cameron Road corridor project is underway. The current stage focusses on the short to medium term (out to 10 years) and the section of Cameron Road from Harrington Street to Seventeenth Avenue.</i></p>	<p>preferred option (determined through a multi-criteria analysis process with project partners for Council endorsement) to be fully supported.</p>	<p>the development of localised design responses, i.e. parking and loading bays relocation etc.</p> <ul style="list-style-type: none"> • Engagement with Stakeholders planned towards end of preliminary design stage to explain outcomes and obtain feedback. • Working with Iwi reps will continue through preliminary design phase to ensure cultural connections within the designs. A significant placemaking cultural component up front of the detailed design stage is also recommended. • UFTD reporting of preliminary design for approval to proceed to public consultation anticipated September 2020. This would also enable the project to be progressed to detailed design.
<p>Cycle Plan Implementation</p>	<ul style="list-style-type: none"> • The preliminary investigation into all possible cycle routes in the Mount/ Bayfair/ Arataki and the Bellevue/ Otumoetai areas with key connections to schools and high-density employment areas is complete. • This work needs to be considered in the context of the development of the System Operating Framework for the WBOP Transport System Plan in terms of the priority provided to other modes (e.g. bus; freight) on routes. • The continuation of the project is contingent on completion of the System Operating Framework. • Engagement with key stakeholders will commence during July and August to receive their feedback into the work completed to date. • Ngatai Road walking, cycling and safety improvement project is under construction. 	<ul style="list-style-type: none"> • Route Options commence in the two areas. These investigations will include alignment with the System Operating Framework and is likely to be subject to a joint business case approach to include the cycle corridors.

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Multi Modal Projects		
<p>Public Transport (PT) Implementation Plan 2019-2022</p> <p>Project to provide a detailed plan to implement the PT Blueprint</p>	<ul style="list-style-type: none"> The PT Blueprint was developed in 2017, providing an overview of planned improvements to the public transport network. BoPRC have provided a first version of an Implementation Plan that outlines confirmed projects, uncommitted projects, and UFTI-related projects. TCC, WBOP and NZTA have provided input to the plan. The Implementation Plan is a living document and will be updated by the Regional Council. 	<ul style="list-style-type: none"> TCC staff continue to work with BoPRC on the PT Implementation Plan. Larger projects such as interchanges, park n ride, building PT capability into the transport model, and PT priority (such as Cameron Road) are included in the implementation plan and are reported separately. Smaller projects include: <ul style="list-style-type: none"> Roll out of bus shelters. All approved shelters have been installed, hearings can now be reinstated to make decisions on unapproved shelters (this was on-hold due to COVID-19) Roll out of realtime information boards which is ongoing Enforcement of bus priority measures

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Projects - Funding		
<p>Waka Kotahi NZ Transport Agency (NZTA) Funding</p> <p><i>Risk associated with receiving NZTA support funding for key transport projects.</i></p>	<ul style="list-style-type: none"> Submission of TCC and NZTA co-funded business cases for transport infrastructure investment has been delayed because of the COVID-19 lockdown. NZTA board approvals for funding that were expected to take place in May 20 were delayed during lockdown and will now take place in August 2020. This has not disrupted the expected progression of TCC co-funded business cases. Maunganui Road Single Stage business case to secure NZTA funding approval is complete. Final detailed design currently in progress. Domain Road Single Stage business case is now complete, and funding has been approved by NZTA. 	<ul style="list-style-type: none"> Risk of certain projects not receiving funding in a timely manner, or not at all. This is largely dependent on the impact of COVID-19 on NZTA revenue collection through fuel tax and registration fees. The impact is not yet known. The NZTA have advised that additional scrutiny is being applied by their Board to funding decisions, but they have also advised TCC to continue with submissions for co-funding as previously expected. Continue to work with NZTA on co-funded business cases for example the UFTI, Cameron Road short-term multi-modal SSBC and the Transport System Plan. Feedback received from NZTA on the Papamoa East Interchange (PEI) business case Point of Entry has

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	<p>Physical implementation work is continuing as planned prior to the COVID-19 lockdown.</p> <ul style="list-style-type: none"> • Te Papa Spatial Framework Indicative Business Case now in the final peer review and economic evaluation stage prior to submission for funding approval. Submission to the NZTA board for approval is expected to occur in August 2020. • The NZTA Investment Decision Making Framework review is now complete. TCC has been an active participant in this review advocating for recognition of wider community and social benefits to be included alongside the traditional transport outcomes. Wider Economic Benefits are now applied in addition to transport outcomes which will broaden the applicability of the investment framework. • The NZTA Low Cost / Low Risk (LC/LR) Review is now complete. TCC has been an active participant in this review, especially in advocating for an increase to the funding cap and increased planning detail prior to the approvals process. The funding cap is now lifted to \$2M per project from \$1M, with increased scrutiny of project scope, timeline, and design to ensure work fits with local and national priorities. • The NZTA Single Stage Business Case (Lite) (SSBC(L)) Project is now complete. This project provides an abbreviated pathway to secure funding for projects which have less complexity and risk. TCC has been an active participant in this review. This provides us the ability to expediate several TCC projects at potentially less cost than would have been expected under previous requirements. SSBC(L) bridges the gap between LC/LR projects (\$2M) and full SSBC projects (\$15M+). • Several workstreams remain underway in relation to the Te Tumu structure planning process and the 	<p>indicated the need for additional information to determine the appropriate pathway.</p> <ul style="list-style-type: none"> • Current discussions between TCC and NZTA will continue and will likely be expanded to include additional workstreams. This will be especially important to address NZTA concerns regarding the financial viability of the PEI being progressed ahead of the Te Tumu development, and for reviewing options for the timing, funding and construction of PEI, coordinated with NZTA funding discussions • Detailed transport modelling and cross-section design for the Te Tumu structure plan will be workshopped with developers in coming months. This will progress the detailed design of PEI and Te Okuroa Drive towards completion. • TCC will continue to progress the cost share discussions between the Te Tumu developers and town centre developers for transport infrastructure within the town centre area so that has wider benefit. • NZTA and TCC expect to approve the revised WSP Offer of Service for the Tauriko Early Works business case ring road and SH36 connection. • TCC and NZTA expect to commence physical works to improve safety for cyclists and pedestrians on Totara Street in late 2020. Preliminary design has been completed in advance so that once NZTA funding approval is secured, work can commence prior to the peak user period over summer.

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	<p>Comprehensive Development Consent for The Sands Town Centre in Wairakei;</p> <ul style="list-style-type: none"> ○ The Papamoa Eastern Interchange (PEI) providing access onto the Tauranga Eastern Link is included within the detailed design stage. ○ The PEI and internal infrastructure up to the Te Tumu western boundary has been approved for financing through the Housing Infrastructure Fund (HIF). NZTA funding is also financed through the HIF, as opposed to the usual National Land Transport Funding (NLTF) funding mechanism; meaning the NZTA share of these projects is contingent on the development of Te Tumu. ○ Tauranga City Council and the NZTA are progressing negotiations to secure funding from the NLTF for the infrastructure up to the Te Tumu western boundary. The Wairakei town centre and Te Tumu internal infrastructure is independent of the HIF finance via the approval of individual Point of Entry documents. This approach will initially mean that Council will take on the risk of the Te Tumu funding share of the internal infrastructure until such time that funding approval is received from NZTA. ○ The PEI is critical to drive development of the Sands Town Centre and the developer has requested that Council investigate options for delivering it independently of the Te Tumu development. This would require NZTA funding to be re-prioritised through the National Land Transport Fund. Discussions are underway with developers. 	

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	<ul style="list-style-type: none"> ○ Te Tumu structure planning is ongoing. Transport modelling is largely complete at the development scale and now into detail of intersection and corridor design. The structure plan includes a protected public transport lane and high-quality walking and cycling connections. ○ Comprehensive development consent for the Sands Town Centre has been approved. • Tauriko Early Works consultancy WSP has revised the original Offer of Service so that the expanded scope includes the Tauriko Business Estate Ring Road and connection to State Highway 36. • TCC and NZTA have submitted a Point of Entry to the NZTA delegations' approvals committee for urgent works to improve safety for vulnerable road users (primarily cyclists and pedestrians) on Totara Street following a recent fatality. Approval is expected in early July 20. 	