



ATTACHMENTS MINUTES

Ordinary Council meeting

Tuesday, 27 June 2023

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SH29 Tauriko Network Connections DBC

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27 June 2023



Te Kāwanatanga o Aotearoa
New Zealand Government

Tauriko for Tomorrow

Working together to support a growing community

- Collaborative working approach with councils and mana whenua, stakeholders, landowners and the wider community
- By 2050 the western Bay of Plenty is projected to be home to 258,000 residents which could create one million transport movements per day on the transport network.
- Tauriko West is one of the large-scale urban developments proposed to support growth in the western Bay of Plenty, delivering a new community with an estimated 4000 new homes.
- The Tauriko Network Connections Detailed Business Case looks at how best to support a safe and sustainable community and growth in the Western Corridor into the future.

 WAKA KOTAHI

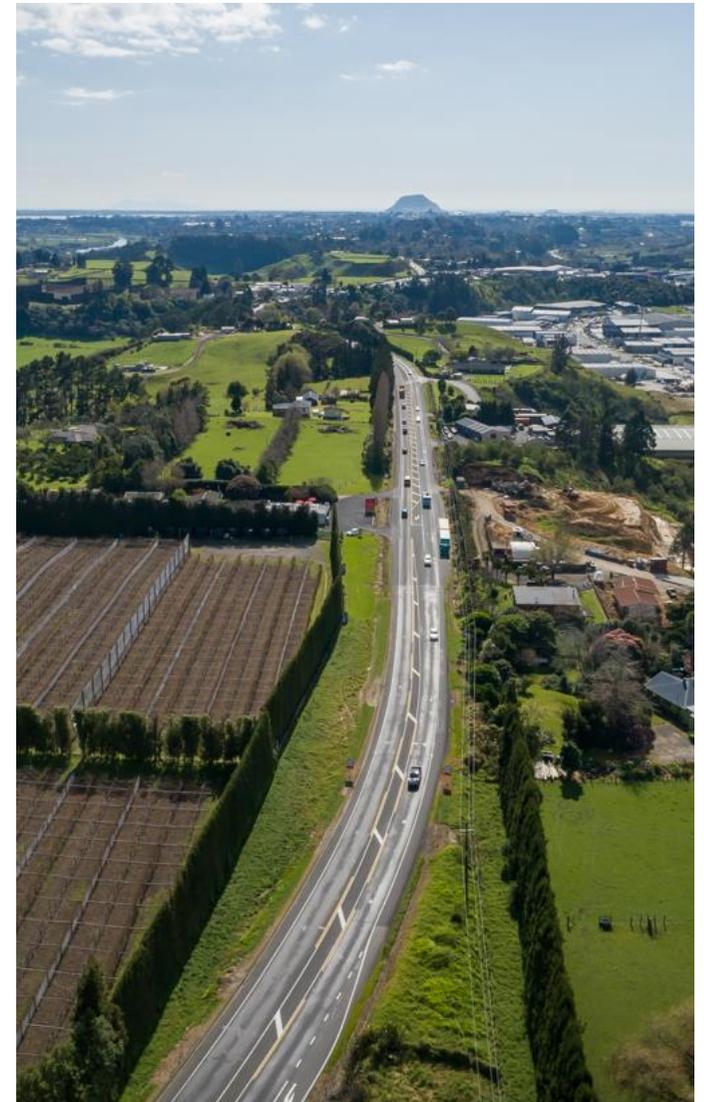


Transport improvements for the future

Tauriko Network Connections Detailed Business Case

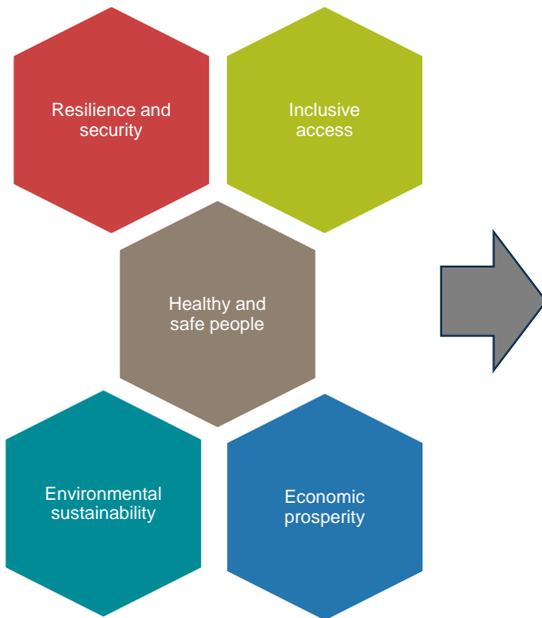
The recommended option delivers solutions that:

- support urban growth at Tauriko West and the wider western corridor
- provide choice in how people want to travel
- protect strategic freight routes to and from the Port of Tauranga
- provide safety for all users
- improve resilience and environmental outcomes.



Benefits of investment in the Western Corridor

Transport outcomes



Western Corridor benefits

- The Western Corridor is better connected and accessible through a multi-modal transport system which supports timely delivery of sustainable growth
- Improved safety within the Tauriko transport network
- Better access to international and domestic markets on this nationally strategic route to the Port of Tauranga
- A transport system that minimises its impact on Climate Change

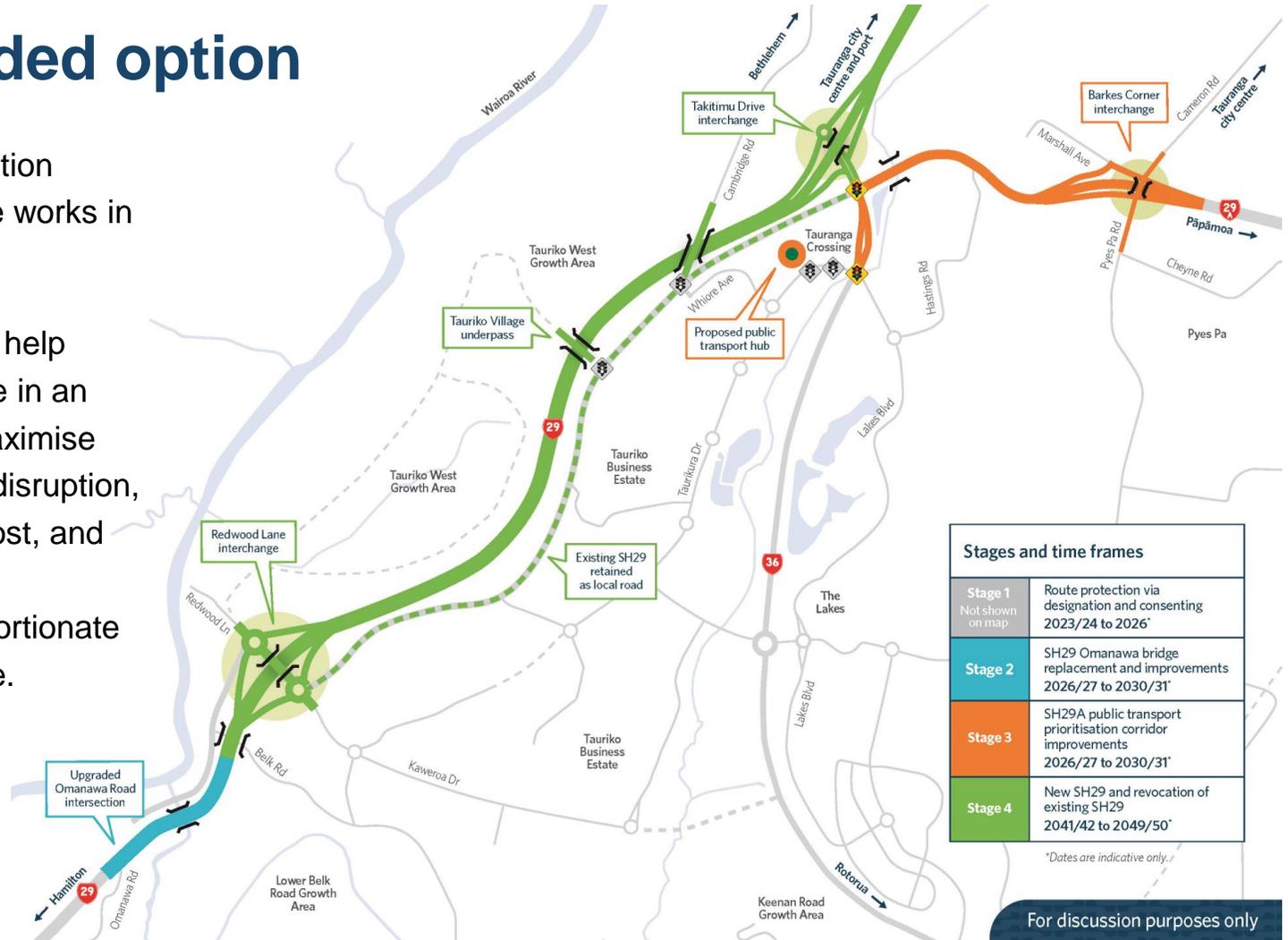
Western Corridor investment objectives

- Increase mode shift from private vehicles to walking, cycling and public transport
- Land use planning reduces the need to travel
- Reduce deaths and serious injuries in the transport system
- Predictable travel times for freight
- Access to key economic destinations (all modes)
- Travel times on the strategic road network are appropriate
- CO₂ emissions from the transport system are reduced
- Embodied carbon through investment in infrastructure



Recommended option

- The recommended option includes delivering the works in four stages
- Staging the works will help deliver the programme in an efficient manner to maximise integration, minimise disruption, reduce re-work and cost, and ensure delivery of improvements is proportionate to the need at the time.



Stage 2 Omanawa bridge

- Omanawa Road to Redwood Lane roundabout
- Addresses resilience and safety concerns on the corridor and at Omanawa Road intersection
- 2026/27 to 2030/31

Tauriko Network Connections

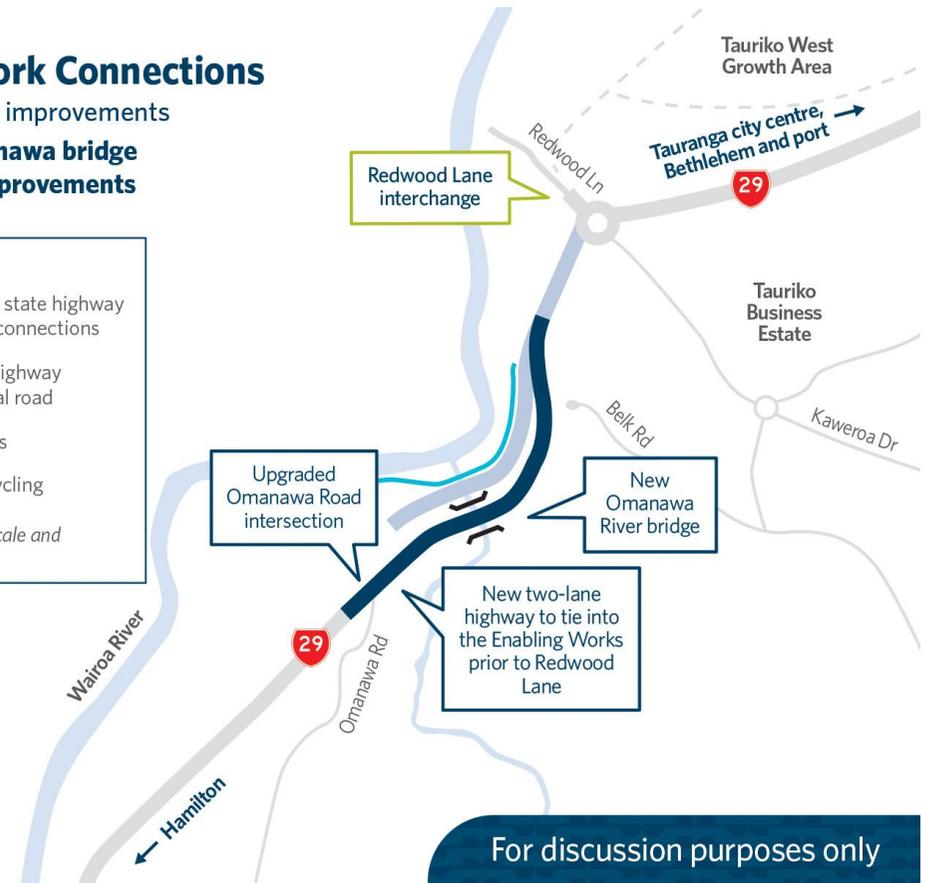
Long-term transport improvements

Stage 2: SH29 Omanawa bridge replacement and improvements

Key

- New/upgraded state highway and local road connections
- Existing state highway retained as local road
- New local roads
- Walking and cycling

NOTE: Graphic is not to scale and indicative only.



Stage 3 Public transport prioritisation corridor

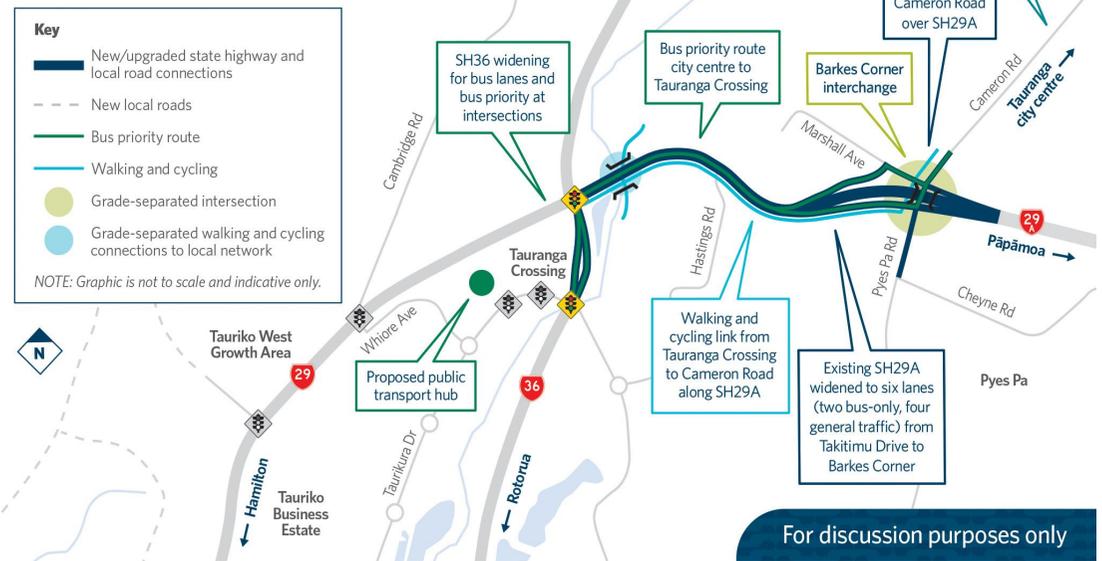
- SH36/The Lakes and Takitimu Drive/SH29 signals
- SH29A six lanes and Barks Corner grade separated interchange including dedicated bus lanes
- Unlocks additional 2000 new homes in Tauriko West, Keenan Road and Merrick Road urban growth areas + Tauriko Business Estate extension → up to 10,472 total dwellings in Western Corridor
- 2026/27 to 2030/31



Tauriko Network Connections

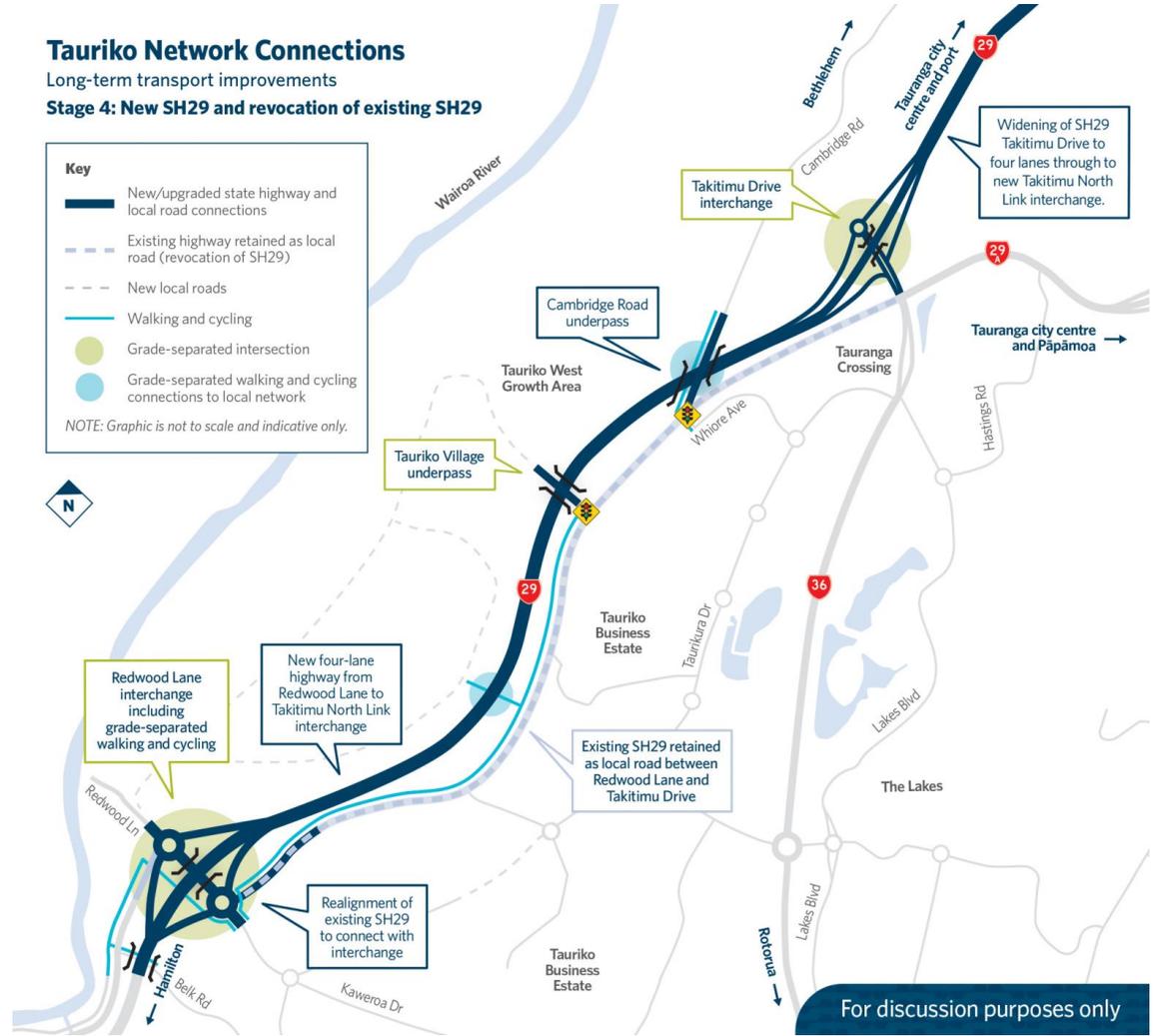
Long-term transport improvements

Stage 3: SH29A public transport prioritisation corridor improvements



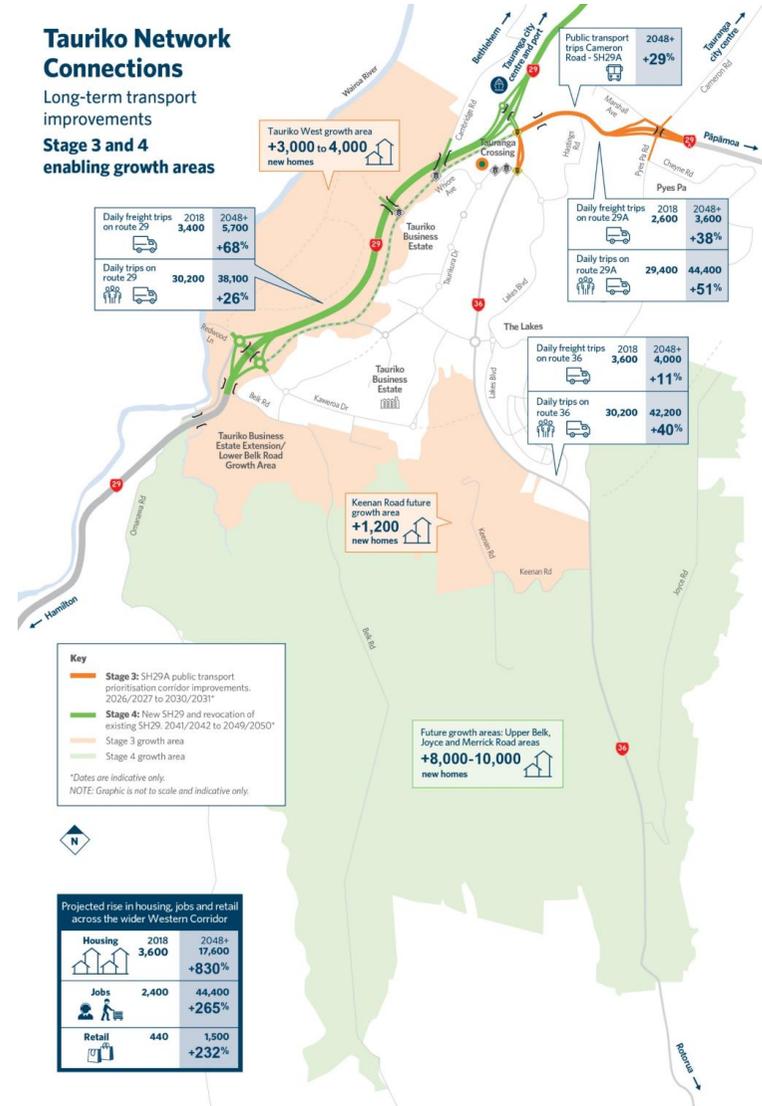
Stage 4 SH29 new offline highway

- Redwood Lane and Takitimu Drive interchanges
- Revocation of existing SH29 to local road
- Unlocks Upper Belk Road, Merrick Road and Upper Joyce Road urban growth areas → up to a total of 20,179 dwellings in the Western Corridor
- 2041/42 to 2049/50



Proposed land use triggers

- Enabling Works unlock the first 2000 new homes in Tauriko West
- **Stage 3** (SH29A public transport corridor) unlocks additional 2000 new homes in Tauriko West, Keenan Road and Merrick Road urban growth areas + Tauriko Business Estate extension → up to 10,472 total dwellings in Western Corridor
- **Stage 4** (Offline SH29) unlocks Upper Belk Road, Merrick Road and Upper Joyce Road urban growth areas → up to a total of 20,179 dwellings in the Western Corridor
- Additional improvements required to support total 30,000 dwellings in the Western Corridor – to be determined through the SDP process (outside scope of DBC)



Adaptive management approach to deliver the four phases

Programme principles

- **Implementation of the whole Tauriko West Network Connections programme is necessary to realise the expected benefits and outcomes.** The adaptive management approach does not avoid future investment.
- **Flexible and efficient programme packaging, staging, and delivery is necessary to respond to uncertainties.** The staged design and ongoing monitoring will help deliver the programme in an efficient manner to maximise integration, minimise disruption, reduce re-work and cost, and delivery of improvements commensurate with need.
- The programme **leads with mode shift to support housing and transport outcomes.** The balance of investment is efficient and recognises that dependencies are not always in the control of the public agencies involved.
- **Regular and ongoing monitoring** of land use and transport indicators is required. Monitoring needs to include a forward looking component to monitor trends.

Next steps

Business case endorsement

- Seek endorsement from the Waka Kotahi Board in August.
- Endorsement of the detailed business case enables funding to be sought via the National Land Transport Programme (NLTP) prioritisation process for the works.
- The NLTP is a three-year programme of prioritised activities with a 10-year forecast of revenue and expenditure.



Hei konā mai

Goodbye for now