



# **ATTACHMENTS MINUTES**

**Tauranga Public Transport Joint  
Committee meeting**

**Thursday, 7 November 2024**



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Connecting Mount Maunganui - Presentation

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# Connecting Mount Maunganui

Joint Public Transport Committee

7 November 2024



Te Kāwanatanga o Aotearoa  
New Zealand Government

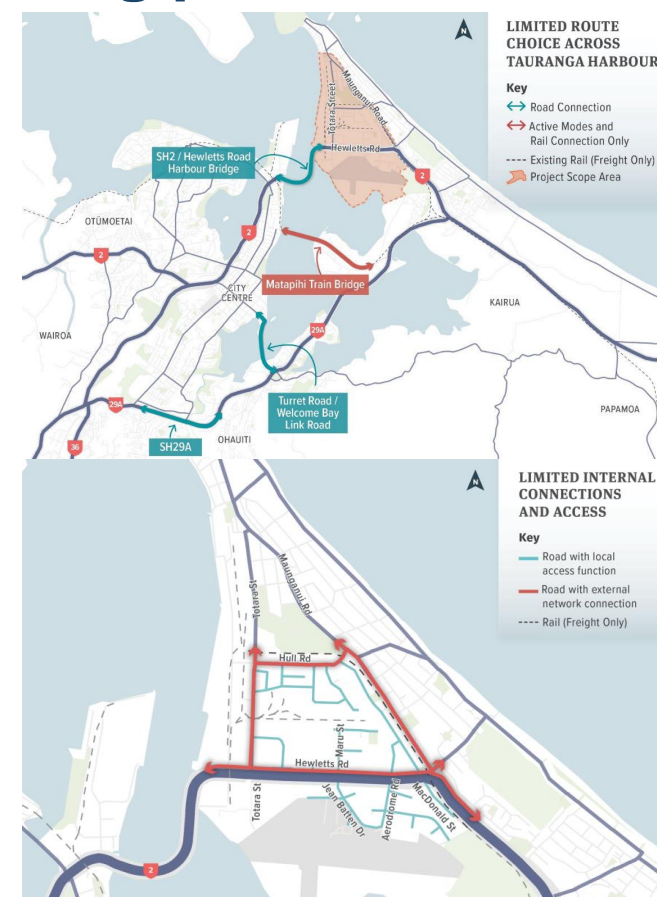
## Agenda

1. Connecting Mount Maunganui Project
2. Managed T3 lanes on SH2/Hewletts Rd
3. Funding
4. Next steps

## High volumes, limited route choice & road space, & poor internal connections are causing problems

- Increasing freight demand to the Port of Tauranga and associated businesses and population growth are consistently forecast in Western Bay of Plenty and Tauranga.
- SH2/Hewletts Road and the surrounding road network are the crucial 'last mile' connection between the Upper North Island (UPI) freight network and the Port of Tauranga and supporting logistics businesses.
- SH2/Hewletts Rd and surrounding local roads provides access to many of the sub-region and city's key destinations.
- The Connecting Mount Maunganui project scope is one of three routes available across/ around the Tauranga Harbour and is a well-known choke point with high traffic volumes, congestion, limited transport choice, and little network resilience.

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# Community engagement has shaped the Connecting Mount Maunganui project

- Mana whenua has been involved as a project partner for the start.
- Businesses and representative organisations have been involved.
- Representative community surveys have been undertaken and used to influence the design of the options.
- TCC's Mount Maunganui Spatial Plan project has provided further engagement opportunities.
- Project website and newsletters are available, and further engagement will take place to support the next project phases.





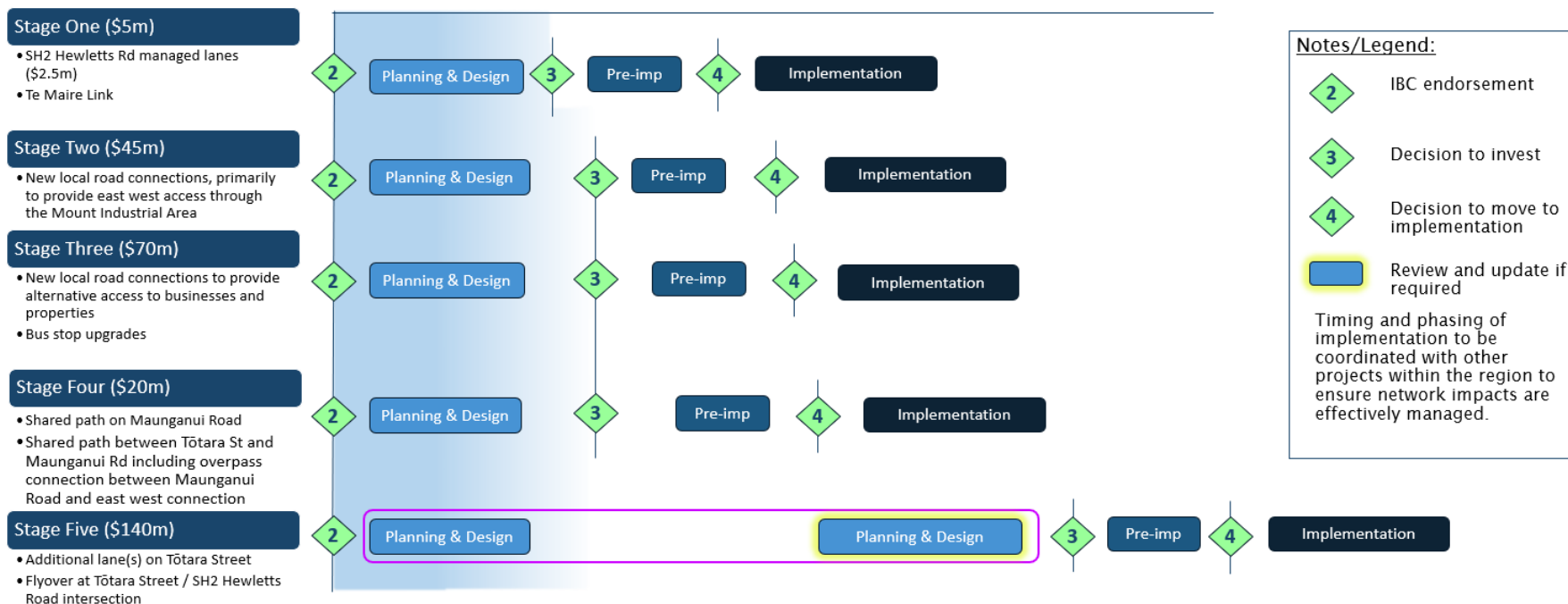
## The recommended option will enable more effective, reliable & safe movements

- The recommended option has been developed to improve journey reliability and increase efficient and safe movement of people and goods by:
  - Opening local road connections (removing cul-de-sacs and joining up two existing roads to create a new local road connection between Tōtara St and Newton St) within the Mount industrial area/ airport precinct to improve accessibility.
  - Improving the intersection at Tōtara St onto SH2/Hewletts Rd.
  - Installing managed lanes (T3) on the existing bus lanes to increase throughfare in the short term.
- The BCR is estimated to be in the range of 0.98 - 1.30.





# The delivery pathway is based on 5 stages to manage cost, disruption and risks



All stages are subject to funding.

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## Managed lanes on SH2/Hewletts have significant benefits

- Analysis suggests T3 lanes can provide travel time savings for vehicles without notable impacts to buses.
- The economic benefits for T3 Lanes are significant, with the BCR calculated at 7.7 based on a 10-year assessment period.
- Some minor works (additional lane markings, traffic device changes, safety improvements to manage merging, signage, and enforcement equipment) are required.
- Funding opportunities will be explored to progress SH2 Hewletts Road managed lanes including design, development of the enforcement options, and public consultation.
- TCC will manage enforcement as per existing arrangements for traffic and stationary offences on the Tauranga state highway network.
- Public consultation and engagement with stakeholders is necessary prior to implementation
- T3 lanes are 'staff endorsed' by BOPRC from discussions with NZTA.



# Funding

- The Connecting Mount Maunganui project is not currently included in the 2024-27 NLTP.
- NZTA Board endorsement of the IBC will be sought, along with funding to progress the managed lanes on Hewletts Rd.
- The total project costs are estimated at \$280m - \$375m, but these costs will be refined over time.
- Tauranga City Council share is estimated to be in the vicinity of \$130m.
- The cost estimate is aligned with the early project stage and is subject to change.

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## Stage 1 – estimated costs = \$5m

- SH2 Hewletts Rd managed lanes
- Te Maire Link

## Stage 2 – estimated costs = \$45m

- New local road connections, primarily to provide east west connection

## Stage 3 – estimated costs = \$70m

- New local road connections to provide alternative access to businesses and properties
- Bus stop upgrades

## Stage 4 – estimated costs = \$20m

- Shared path on Maunganui Road
- Shared path between Tōtara St and Maunganui Rd including overpass connection between Maunganui Road and east west connection

## Stage 5 – estimated costs = \$140m

- Additional lane(s) on Tōtara Street
- Flyover at Tōtara Street / SH2 Hewletts Road intersection

## Next steps

By the end of 2024 we expect to:

- Seek Tauranga City Council's formal endorsement of the updated IBC.

In 2025:

- Seeking a NZTA Board decision to endorse the IBC and funding to progress managed lanes on SH2 Hewletts Road.
- If funding is approved, we expect to start progressing the managed lanes on SH2 Hewletts Road including design, development of the enforcement system with TCC, and public consultation.

